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FRENCH MERCANTILE
MARINE.

DEBATE IN THE SENATE.

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An interesting debate took place recently in the French Senate in connection with the estimate of the Department of Mercantile Marine.

M. Louis Serre, who acted as reporter in the matter of the estimates of the Department of Mercantile Marine, first made some suggestions in respect of the general policy to be followed by the Under-Secretary of State for the Mercantile Marine, who attended the sitting. He alluded to the word of another senator, M. Berenger: "The budget of the Department of Mercantile Marine has become a budget of subventions," and he pointed out that it was true that important and numerous subventions were provided for in the estimate of this department. Taking as an example the subventions granted each year to the big steamship companies, M. de Selves set forth that as a consequence of this financial assistance the Government were entitled to control the management of these firms, and he requested the Under-Secretary of State to make that control more efficient.

GOVERNMENT SHIP-OWNING.

M. Bergeon further alluded to the opinion of Mr. Berenger and warned both the Government and Parliament against the growing tendency which aims at attributing to the State the function of administrator of private steamship companies. M. Bergeon then alluded to the present organization of the Services Contractuels des Messageries Maritimes which was established by the agreement of December 20th, 1920, and was ratified by the law of July 28th, 1921. According to that agreement, the Government reserved for itself half the number of the functions of administrators and the company is now managed by this mixed board.

The chief criticism expressed by M. Bergeon was that relative to the attempt which has been made towards the re-establishment of "etatisme," a regime, according to which the management of private industries is exercised by the State; although the real "etatisme" has not been organized in respect of the management of the Services Contractuels des Messageries Maritimes, M. Bergeon stated that a somewhat similar regime has been established which might be called a "semi-etatisme," going further into the question the senator pointed out the inconvenience of that organization; in case the representatives of the Government should constitute the majority on the board of the company, this latter would become a State organization, thus involving all the disadvantages which have been shown in the course of the war following the experiments made in the direction among which the State fleet was not the less important.

Supposing, on the contrary, that the representatives of the Government should be a minority on the board of the company, the Government would be compelled to give its assistance, both moral and pecuniary, to a company which it can hardly control. M. Bergeon strongly censured the present organization of the Services Contractuels des Messageries Maritimes, and he proposed that the credit of 40 million francs asked for by the Department of Mercantile Marine for the management of the mail services of the company on the Far East, Australia, New Caledonia, Eastern Coast of Africa, and the Eastern Mediterranean lines should be reduced to 24 million francs.

THREE VESSELS PURCHASED.

M. Bergeon then passed to another important question which has been the object of numerous discussions and comments in both parliamentary and shipping circles in the course of the last few weeks: the sale of three vessels of the Chargeurs Reunis to the Messageries Maritimes. These vessels are the *Jamaïque*, the *Kerguelen* and the *Islande*, all under completion at the yards of the Chantiers de la Loire. These vessels have a gross tonnage of 10,000 tons. The propelling machinery which consists of two reinforcing engines develop 8,000 H.P. They were designed to be run for the transport of frozen meat on the Hamburg, Havre, Brazil and River Plate line of the Chargeurs Reunis. Passenger accommodation was provided for 138 first-class, 50 second-class passengers and 1,000 emigrants.M. Bergeon strongly censured the Under-Secretary of State for Mercantile Marine for having agreed to that sale, which he considers as entirely unfavourable to the Messageries Maritimes. He said that while the sale price had been fixed at 21 million francs for each ship, i.e., 63 million for the three units, he was in a position to give evidence after consulting technical experts that the present value of these three vessels does not exceed 45 million francs. M. Bergeon added that several millions of francs would have to be spent by the Messageries Maritimes in order to adapt these vessels to their new service on the Far East lines; as above stated they were formerly intended to be run on the South America lines, or the transport of frozen meat and emigrants. For this reason they cannot be compared, as suggested by the Under-Secretary of State, to the new passenger vessel *Leconte de Lisle*, of the Messageries Maritimes, which is to be run on the Indian Ocean line. While the vessels *Jamaïque*, *Kerguelen* and *Islande* have accommodation for about 1,000 emigrants, the *Leconte de Lisle* has accommodation for only 175 emigrants. On the other hand, while the capacity of the holds provided for the transport of frozen meat on board the three above-named vessels amounts to 9,500 cubic-meters, the capacity of similar spaces on the *Leconte de Lisle* amounts only to 500 cubic-meters. For this reason M. Bergeon pointed out that in addition to the high price paid for these vessels, the consideration of their fitness for their new service constituted another argument

against the operation. And the Senator concluded his strong attack by stating that "the Société Contractuelle des Messageries Maritimes should not be considered as the salvago society of companies which have been successful in their arrangements."

GOVERNMENT'S VIEWS.

M. Rio, Under-Secretary of State for the Mercantile Marine, replied to the criticisms expressed by M. Bergeon in a very comprehensive and persuasive speech; he first alluded to the price of 15 million francs which had been put forward by the senator as representing the present market value of each of the three vessels under review. He wondered how M. Bergeon had been able to fix that price, and he pointed out that the price of a ship was not a well defined thing, as it depended upon several considerations. While it may be admitted that the price of a ship of her market price, M. Rio pointed out that the definition involved the condition that similar vessels might be found on the market. Otherwise the price of the vessel seems to be represented by the cost of construction, but in that case that price can hardly be determined at present owing to the considerable changes which are observed daily in the values of materials, the wages scales and other factors to be taken into account.

After submitting these considerations to the deliberations of the Senate, M. Rio explained the conditions under which the purchase of three vessels from the Chargeurs Reunis came to be contemplated by the Messageries Maritimes.

THE INDO-CHINA LINE.

The Minister reminded his hearers that in order to comply with the provisions of the agreement entered into between the Government and the Messageries Maritimes, the latter had to establish regular services between France and Indo-China. To that effect old vessels such as the *Armand Belin* and the *Chilbi* were placed on that line and three ex-Russian vessels were chartered (*Jaffa*, *Jerusalem* and *Odessa*). But these vessels were foundfor that service, and the company had to decide that calls should be made at Haiphong by their new big vessels of the China and Japan lines. The delay involved by these calls caused a considerable prejudice to the company, which had to face a severe competition from certain foreign companies such as the Peninsular & Oriental and the Nippon Yusen Kaisha. And it was then decided to purchase new vessels. The solution consisting in ordering new vessels was rejected as requiring a delay of about three years, and as the Chargeurs Reunis were willing to dispose of three vessels, the negotiation was at once started. The cost price of the three vessels as appears from the accounts amounts to 70 million francs. M. Rio said that that price was found too high by the Messageries Maritimes, who after making a comparison between the type of these vessels, at the *Leconte de Lisle*, proposed that the price of each vessel be fixed at 10 million francs. The Chargeurs Reunis maintained the price of 21 million, and after a strong request made by the Minister of the Colonies, who emphasized the urgent need of vessels on the Indo-China line, it was finally decided that the price asked by the Chargeurs Reunis should be accepted.

The Senate approved of the clear statement of M. Rio.

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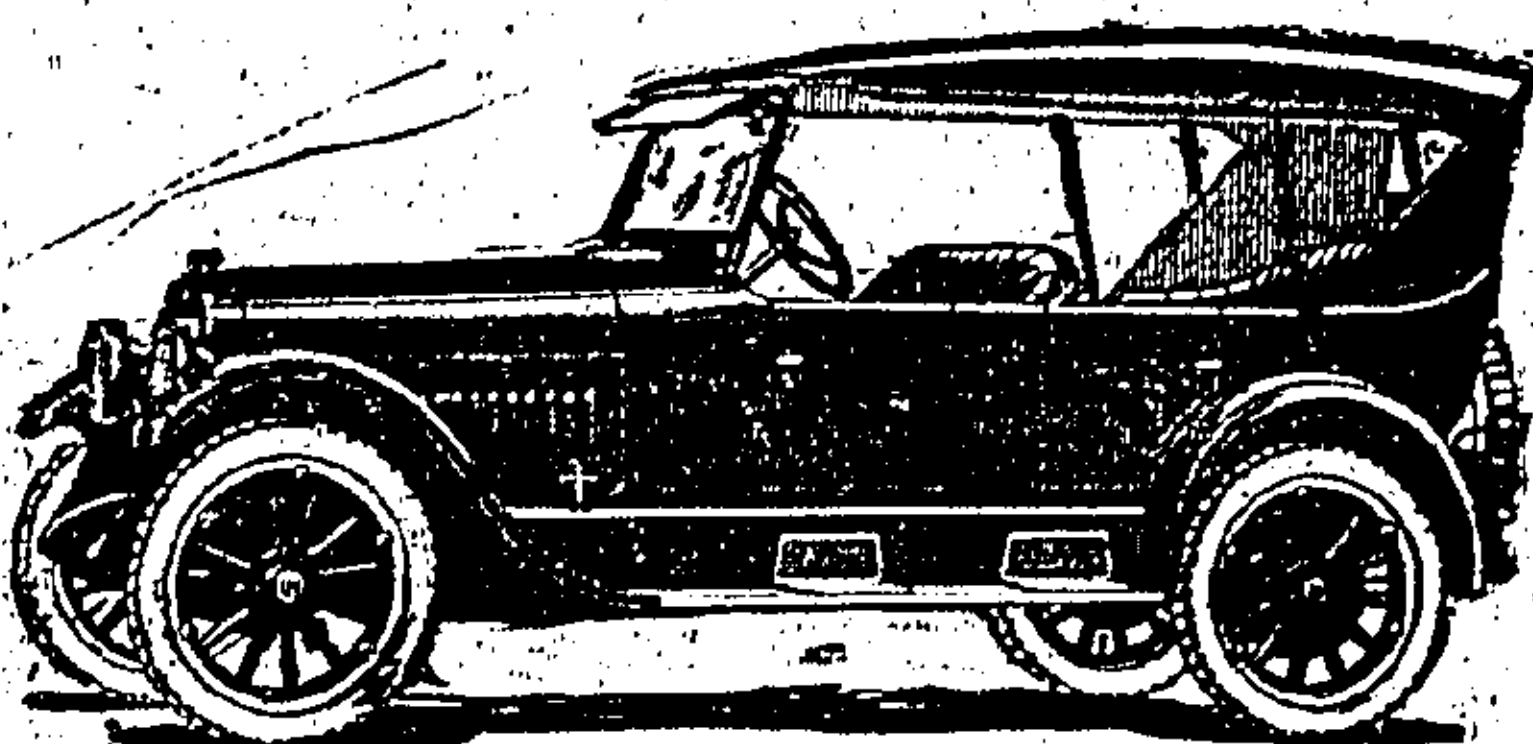
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HONGKONG WEEKLY SHARE REPORT.

Messrs. Benjamin & Potts, in their Weekly Share Report, dated Friday, Aug. 31st, say:—

The local market has been duller during the period under review, owing to the inclement weather with very little business passing and slight variation in prices. Investment stocks are mostly in good request and readily saleable at quotations, but beyond this the market has been rather featureless. The Monthly Settlement was satisfactorily put through on Monday last.

The market in the North shows little change for Cotton stocks, but latest cables indicate that Langkats and Shanghai Docks are somewhat firmer.

Banks.—Hongkong and Shanghai Banks have fluctuated between 1,005 and 1,100, but at the close shares are obtainable at the former figure. The London price is £128 (middle).

Marine and Fire Insurances.—Cantons have strengthened with sales made up to \$630. There are enquiries for Unions at \$220, North China at \$140, China Fire at \$130 and Hongkong Fire at \$175.

Shipping.—Hongkong, Canton and Macao Steamboats have again come to business at \$42. Preferred Indos are wanted at \$185. Douglas Steamships have lapsed to a nominal quotation of \$82.

Refineries.—China Sugars are offered at \$214 after sales at this rate. Malabons have firmed up to \$51.

Oils and Mining.—Deals have been made in "Shells" at the improved price 75/4. Rauba were negotiated at \$35, but have since receded to \$5. Langkats have been in good demand and the rate has moved upwards to \$132. Kailang after touching 17/- have fallen back to 30/-.

Electric Companies.—Hongkong Trams have been taken off the market at \$22.30 to \$23.40. China Lights (Old) have been booked up to \$14.90 and the New shares at \$147. Hongkong Electric are enquired for at \$22, but none are to be had at this rate.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks fell away in the beginning of the week to \$149, but a somewhat better demand for the shares has since improved the price to \$152. An Interim dividend of \$4 per share has been declared, payable on the 9th October. The Transfer Books of the Company will be closed from the 30th September to the 9th October, both days inclusive. Hongkong and Kowloon Wharves have been sold at \$150. Shanghai Docks have advanced to \$150. Hongkong Wharves could be placed at \$150 and New Engineering at \$150.

Lands, Hotels and Buildings.—Hongkong Lands have been the medium of business at \$83 to \$87 and more are wanted at the latter rate. Princess Buildings have come up to a buying quotation of \$115. Humphreys Estates are in demand at \$217 and Kowloon Lands at \$217. Hongkong Hotels (Old) have been placed at \$26, with buyers offering \$25.10 at the close.

Cotton Mills.—Ewoa have been booked at \$12.12 and continue in request. Shanghai Cottons are saleable at \$14. 501 can rights and Orientals at \$14.

Miscellaneous.—China Providents were dealt in at \$24.10 in the early part of the week, but the price has since appreciated to \$25.10. Green Island Cements have changed hands to a fair extent up to \$23.40. An interim dividend of 50 cents per share has been declared, payable on 15th inst. The Transfer Books of the Company will be closed from the 7th to the 15th inst., both days inclusive. Hongkong Ropes have been bought at \$417 and Union Waterboats at \$177. Hongkong Realty have been put through at \$2.55 and Taxi Cabs at \$5.10. There are buyers of Peak Trams at \$147. Watsons at \$217 and Sincers at \$127.

Forward Settlement Days.—27th Sept. (Thursday), 26th Oct. (Friday), and 27th Nov. (Tuesday), 1923.

Exchange.—The T.T. selling rate on London to-day is 2/3 and on Shanghai 7/1.

Rubbers.—According to telegraphic advices received from the Straits, the market for rubber shares is quite firm.

Alor Gajahs	Str. \$1.35 Middle
Ayer Moleks	1.37
Ayer Panas	6.90
Changkat Serdang	3.25
Kedahs	2.45
Kempas	3.60
Malakoffs	3.35
New Serendahs	2.45
Pajangs	6.50
Rudellas	3.60
Sanderofts	1.50
Tapahs	12.75

HONGKONG SHARE MARKET CLOSING QUOTATIONS.

	Aug. 31st 1923.
Hongkong and Shanghai Banks	\$ 1,095 a.
Union Insurances	\$ 233 b.
Hongkong Fire Insurances	\$ 477 1/2 b.
"Star" Ferries	\$ 52 1/2 b.
China Sugars	\$ 214 u.
Langkats (Combined)	\$ 31 1/2 b, 31 1/4 sa.
Whampoa Docks	\$ 152 b.
Hongkong Lands	\$ 87 b.
Hongkong Hotels	\$ 26.10 b.
Ewo Cotton Mills	\$ 12.30 b.
Shanghai Cottons	\$ 150 b.
Cement	\$ 72 1/2 b, 28.35 sa.
Hongkong Ropes	\$ 41 1/2 sa.
China Providents	\$ 24.80 b.
Watsons	\$ 217 b.
Hongkong Electric	\$ 33 b.
Hongkong Trams	\$ 23.30 b.
Peak Tramways	\$ 15 b.

BOOKMAKING IN THE WEST END.

20 PER CENT. OF BAD DEBTS.

YEAR'S BETS, £116,048,000.

"If a tax were put on betting, bookmakers would reduce their odds and backers would then refrain from betting." This view was expressed to the Select Committee on taxation of betting (Mr. H. S. Cantley, K. C., M. P., presiding) by Mr. Alfred Heathorn, a bookmaker who carries on business in Piccadilly.

He said he attended all the main race meetings, at which practically all his business was done. That meant that every person betting with him must be known to him. His bad debts were about 20 per cent. of the winnings.

He saw no difficulty in his book's being inspected for taxation. He thought stamped tickets for course betting might curtail his business 33 per cent.

The Chairman: As a bookmaker, are you in favour of a tax of 10 per cent. on bets? A 10 per cent. tax would be impossible.

Would taxation seriously injure your betting business?—I do not think it would providing there was legalisation with it.

That means that you would sue for your debts?—You must have some protection if you pay a tax.

Do you think that by paying income tax and super-tax bookmakers are taxed sufficiently?—Yes.

WHEN WISE MEN BET.

Remarking that he did not favour a tax on betting, Mr. Heathorn said that he would prefer a licence. He did not think the industry would stand a tax of 5 or 10 per cent. He estimated the bookmaker's profits at 2 1/2 to 3 per cent. on turnover. Legalisation of ready-money betting in offices would, he thought, increase cash betting and diminish credit betting. It would be absolutely impossible for a licensed scheme to produce five millions a year.

Asked of people who betted with him die so on many races, he replied, "Some bet on every race, but others bet only on one or two races."

The Chairman: The wise men!—The wise men bet only on one race a day.

Mr. Forester Walker: If betting stopped would racing stop?—I should think so. £20-A DAY MEN.

Mr. George Yates, a Leeds bookmaker and president of the Northern Bookmakers' and Backers' Racecourse Association, said the association was against a tax on betting, believing that bookmakers already paid sufficient in income tax. They also paid entertainments tax at meetings.

He estimated the total yearly amount staked in betting at £116,048,000 made up of—course betting, £25,725,000; office starting price betting, £64,320,000; and street and shop betting, £26,000,000. He pointed out, however, that the same money was turned over again and again and the £116,048,000 really meant a capital of 10 to 15 millions employed in betting. What-over tax was put on the backer would have to pay in the long run. Starting price offices did about 25 times as much betting as took place on the course.

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THE SHIPPING CONTROL.

WERE MOLLER & CO'S DIFFICULTIES DUE TO THE SHIPPING CONTROL?

GOVERNMENT'S STATEMENT AND MR. MOLLER'S REPLY.

A vital issue in the Shipping Control controversy is—Was the winding up of Messrs. Moller & Co. (Shanghai), Ltd., due to the Hongkong Control Scheme? The Official Report states that the Government has been unable to find any evidence in support of the allegation that it was. We print in parallel columns the statement in the Official Report and the reply made to it by Mr. Moller.

FROM THE "REPORT ON THE SHIPPING CONTROL"

The Government has not accepted the audited figures referred to by Mr. Moller, and it is its experience that expert opinion of the value of the subject matter of a claim varies very considerably according as the claim is made by or against the Government. The following figures may be quoted in this connection. The audited accounts in respect of two vessels gave \$10,488 and \$36,320 as actual losses sustained, exclusive of interest, over the period 16th April, 1918, to 31st January, 1919. These vessels were owned by two one-ship Companies whose balance sheet in respect of the year 1st February, 1919, to 31st January, 1919, showed in the one case profit for the year \$184,045, remuneration to Directors and Auditor \$5,424, and dividend of \$75 per \$50 share; and in the other case profit for the year \$214,203, remuneration to Directors and Auditor \$21,448, and dividend of \$190.50 per \$50 share, the capital being \$10,000 and the steamer being written down to \$20,000 in each case.

With regard to Mr. Moller's ships, his audited accounts, which have not been accepted by the Government, show loss sustained by owner exclusive of interest, \$12,358 in respect of the *Manipouri*, and \$19,134 in respect of the *Castlefield*. Mr. Moller has not made any claim for loss in respect of the *Manipouri*. The total of the two claims is \$31,492, against which there is a debt due by Mr. Moller to the Hongkong Government in the sum of \$14,512, exclusive of interest. Almost the whole of this debt is due, not in respect of Mr. Moller's ships, but in respect of a sum paid in error by the Government to Messrs. Moller (Hongkong), Ltd., on account cargo carried in the s.s. *Patriot*.

As regards the *Castlefield*, Messrs. Moller & Co. with the approval of the Shipping Control Committee, let the ship on a most advantageous charter for twelve calendar months from December, 1918. The charterer failed to take the vessel up, the Attorney-General of Hongkong joined with the *Castlefield* Steamship Company as plaintiffs in an action against the charterer, judgment was obtained in a very large sum, and it is understood that the matter was finally settled on payment of between \$300,000 and \$400,000. The Hongkong Government made no claim in respect of the sum which would have been due to it up to the end of January, when its control terminated, but it did rely upon Mr. Moller's debt being paid out of that money. Even if Mr. Moller had discharged this debt, he would still have had a most substantial sum in hand.

The Government is unaware of the subsequent history of Mr. Moller's three ships: except that it is informed, though it cannot vouch for the fact, that the s.s. *Wollara* was sold for a much larger sum than the original purchase price; but it is unable to find any evidence in support of the allegation that the winding up of Messrs. Moller & Co. (Shanghai), Ltd., is in any way due to the Hongkong Control Scheme.

A PLEASANT HOLIDAY THROUGH SIBERIA

COURTESY AND HOSPITALITY EVERYWHERE.

Three members of the staff of the Peking Union Medical College, Mr. F. M. Exner, Mr. E. C. Scott and Mr. L. E. Sloan, have just returned to Peking after an interesting and unusual trip through Siberia, and report an extremely pleasant vacation.

Their route lay through Mukden, Harbin and Manchuli to Chita, the capital of the Far Eastern Republic before its absorption into the Russian Federated Socialist Republic. From there they continued by rail to Stretensk-Shilka system. The voyage down the Shilka to the Amur, and down this great river, past Blagoveshchensk to Khabarovsk, a distance of nearly 1,500 miles, was made in sidewheel river steamers of good size. At Khabarovsk they resumed rail travel and went on to Vladivostok on the Trans-Siberian. After a stay in this city they came back to Peking via Harbin.

MR. MOLLER'S STATEMENT.

A considerable amount of stress has been laid by me on the point that the treatment was pitiless and relentless, and as a great number of those associated with the Control Scheme, both officials and vested interests, do not wish to realize or at any rate do not seem to realize the very critical position in which I have been placed, I think that much as I would like to withhold my own private affairs, I should offer the following explanation in the hope of convincing those responsible, as to the effect of their actions on one of my steamship companies.

The s.s. *Manipouri* was purchased by me just after the war started, and being an old vessel, she was fitted at Hongkong and the actual cost was just a little over \$25,000, when ready for sea. She was not the type of the "crack" Butterfield & Swire or Jardine's coasting steamers, but rather an expensive boat for upkeep, with the result that during the earlier part of the war, she was running at a loss, and just prior to her being requisitioned, we were in a position to start recouping some of our previous original outlay and losses.

During our management of this vessel for the Hongkong Control Scheme, we were fortunate enough to secure for their account the only substantial time charter the vessel ever received, and as already mentioned, the net profits resulting were in the vicinity of \$277,979.66.

The vessel was returned to us about the end of January, 1919, and immediately after such redelivery, these particular time charterers declared bankruptcy, and the steamer was thrown back on our hands without any charter from that day until now, she has been throughout on a most unsatisfactory working basis, resulting eventually in the vessel being laid up at Hongkong for nearly the last two years.

It being foreseen that it was impossible to carry on further with the steamer, we were forced to put the company into liquidation, and the steamer was sold for \$32,000.

The net result of my unfortunate association with this vessel was:—
1.—I am a creditor of the Company to the amount of \$88,442 (quite apart from my obligation under Clause 3).
2.—The proceeds of the sale were handed over to mortgagees, who carried a heavy lien on the vessel.
3.—I have co-operated with the mortgagees to be responsible for the difference between \$32,000 and the original mortgage.
4.—The Hongkong Government have taken all the income that the steamer made.

and
5.—I have lost my entire outlay and my property.
This position can be verified if so desired.
This is one of similar losses incurred by me, in my business which is entirely shipping; and, any one who chooses to do so can realize, that the profits now taken away by the Government Control Scheme are most essentially needed and that their loss is severely felt by me.

STEAMER ACCOUNTS PRESENTED TO THE COLONIAL GOVERNMENT.

These accounts showed very substantial losses during the control, but they were merely criticised and afterwards shelved without any further consideration.

I have substantially verified my position by figures taken out by the Hongkong Chartered Accountants, Messrs. Percy Smith, Seth and Fleming, and to put it mildly, if these figures are doubted and cannot be accepted by the Government, surely the present day position of shipping is quite sufficient and substantial proof that there must be something wrong somewhere.

All through Siberia they found the people courteous and helpful and very well-disposed towards foreigners. Everything was perfectly quiet and orderly, and there was no annoyance from the authorities of any kind. The trains on the Trans-Siberian Railway were running on regular, though not very fast schedules.

The express to Moscow runs only weekly, and to Vladivostok, by the Russian route, every other week, but other trains, running two, three and four times a week were quite all right and made long waiting unnecessary. The fares were low and the rolling stock quite good. The Amur steamers were especially comfortable and cheap, while the river scenery was splendid.

Calcutta is gripped by dengue, the outbreak being reported as the worst experienced for years. The medical officer says it is a mosquito-borne disease and that an anti-mosquito campaign should be conducted on a large scale.

LANDSLIDES.

Another big landslide occurred yesterday morning during the heavy rains at Castle Peak, which means that the Coastal road is blocked in one more place by some hundreds of tons of earth. It is said that it will take a considerable time to clear away the debris.

In Hongkong the report was circulated yesterday morning that a big boulder had rolled down the hillside from the Peak towards Conduit Road. This has not been confirmed by the Public Works Department.

A retaining wall of the Japanese mess in Bowen Road has collapsed owing to the excessive rain and we understand that anxiety is felt for the safety of other retaining walls in the same vicinity.

A MURDEROUS ATTACK.

FOREMAN STABBED.

A foreman employed at the Rope Factory, Kennedy Town, was attacked by two men, yesterday morning, at the foot of the stairs of his house at No. 75, Belcher Street. The man was seized by one of his assailants and the other stabbed him five times, twice in the side, also in the leg, face and hand. The man shouted for help and his wife came running down stairs to the rescue. The assailants ran away, one towards the East and another to the West. The wounded man was removed to the Government Civil Hospital in a precarious state.

THE CHINA PONY.

A PROPOSAL TO BREED HIM AT SHANGHAI.

Dr. H. E. Keylock has given his opinion to the members of the Shanghai Race Club on the question of the creation of a Pony Stud Farm, in the vicinity of Shanghai. The doctor deals with the subject at considerable length, but the following are a few interesting extracts, taken at random, from his report.

More than half the pleasure of breeding animals is to watch them grow and develop, to compare the points of one with another, therefore the Stud should be accessible, and it is vital to the success of a Stud farm that the serving, trying and other stud details should be methodical whilst the feeding of the youngsters is all important. These points and advantages could not be attained in Mongolia—whereas they can be secured in a Stud Farm close to Shanghai. I confidently assert that the climate of Shanghai is more suitable than that of Mongolia for the breeding of ponies and that it offers many advantages in the soil or water (which I doubt) that those can be overcome.

There are, in my opinion, two reasons why the two Race Clubs should start a Stud. I cannot conceive that there is any other sound object in life than to secure the success of those who follow us, therefore as racing men we should do what we can to assist the racing fraternity who will succeed us in the racing position to-day to start this Stud farm thereby giving our successors a sound and valid reason for racing and we could not leave them a better legacy than a pony breeding stud farm in running order. I submit to the younger generation that they should support the scheme because some of them must reap the benefit, and to the older members I suggest that racing has afforded them so much pleasure it deserves upon them to do everything in their power to secure that pleasure to the next generation. Probably every man who comes to China feels that he is certain to make his fortune and that he will not be here for very long. To many that dream does not come true and to the true racing man who has to or wishes to remain here, the breeding of his racing stock would at least give him another interest in life. A breeder always wants to go one better than the last—it is an interest that lasts a man for life, and one of which he never tires or willingly abandons.

It is not suggested that the Race Clubs' Stud Farm should attempt to cross the China pony with any other breed but simply to breed from the best obtainable old fashioned China ponies—the best being defined by those animals which have speed, stamina, soundness and courage as proved by the race course test. The China pony has many desirable characteristics, particularly stamina, courage, and weight carrying capabilities, all qualities that are sought for in horse flesh, and I venture to think this original breed should be preserved. To the Shanghai community he fills the place of the horse in every capacity from the rice course to the Municipal cart. I know no other breed of horse, except the thoroughbred horse (and he would be barred from polo) which could fill all the roles that a China pony can. In addition he is undoubtedly the finest mounted infantry pony in the world. Because the China pony possesses all the above qualities is in my opinion quite a sufficient reason why the Shanghai Race Clubs should attempt to preserve the breed from outside influences and create a China Pony Stud Book.

To my mind the whole scheme is worthy of the fullest support from every racing man—it must appeal to all those who have the true interests of the pony at heart.

FIT-U PINCE-NEZ

is the latest of the finger operated eye-glass mounting and has been designed to avoid all the objectionable features of this type of mounting. The long coil springs of the Fit-U prevent spring breakage, and can be instantly adjusted to give more or less pressure on the nose. The nose clips are of special shape to prevent slipping. Fit-U Pince-nez of any metal are obtainable from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, the most competent optical Colony located in 52, Queen's Road Central—Anv.

INTIMATIONS

NOTICE OF REMOVAL.

THE Offices of the "HONGKONG DAILY PRESS" have been removed to 11, CHATER ROAD (3rd floor), to which Address all Correspondence should be directed. Hongkong, 16th July, 1933.

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NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "MENTOR" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 28th August. Optional cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period. No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 4th September, will be subject to rent. All claims against the Steamer must be presented to the undersigned on or before the 15th Sept., or they will not be recognized. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. Hongkong, 29th August, 1933. (1234)

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES of cargo shortlanded per "DARLANUS" and "PATROCLUS" are hereby notified that the Cargo has been brought by "MENTOR" and will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 28th August. All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period. No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 4th September, will be subject to rent. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.) Agents. Hongkong, 29th August, 1933. (1237)

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.
FROM NEW YORK.

THE Steamship "MINERIC" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Sept., 1933, will be subject to rent. All Claims against the steamer must be presented to the Undersigned on or before 12th September, 1933, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 5th September, 1933, at 10 a.m. Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents. Hongkong, 29th August, 1933. (1230)

S.S. "AMBOISE."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LES, etc. also Cargo ex S.S. "DUPRE" BENOT, from Havre, La Pallice, etc., in connection with above steamer are hereby informed that their goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, 10-day, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 5th September, 1933, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 5th September, 1933, or they will not be recognized. All damaged packages will be examined on Wednesday, the 5th September, 1933, at 10 a.m. by Messrs. Goddard & Douglas. No Fire Insurance has been effected. R. RODENFUESS, Acting Agent. Hongkong, 30th August, 1933. (1138)

THE ARMS TRAFFIC.

BIG ORDERS GIVEN IN HONGKONG BY DR. SUN'S AGENTS.

THE CASE AGAINST DODWELL & CO.'S ASSISTANT COMPROMISE.

Sensational disclosures were made at the Magistrate's yesterday morning by Mr. F. C. Jenkin (Barrister-at-Law) who is defending Yue Man Hon, described as the assistant compromise of Messrs. Dodwell and Company. Mr. Jenkin's story related to large deals in arms arranged in Hongkong for the equipment of Dr. Sun Yat Sen's armies.

When the case was adjourned last Tuesday the Magistrate (Mr. J. R. Wood) said that he would like to look through certain documents which were seized by the police in the assistant compromise's office at the time of his arrest, before deciding whether the case was one for commitment to the Criminal Sessions.

Yesterday when the case was resumed the Captain Superintendent of Police (Mr. E. D. C. Wolfe) appeared in Court on behalf of the prosecution, in addition to Mr. T. H. King (Deputy Superintendent of Police) who, up to yesterday, had conducted the prosecution.

Mr. Wolfe explained to the Magistrate that he appeared in connection with an application from the police asking for the commitment of the defendant and the Magistrate said he had no objection to Mr. Wolfe appearing at that late stage, explaining at the same time that the case for the Crown was closed.

At this stage Mr. Jenkin asked permission for another document to be put in, and Mr. King was recalled to give evidence as to the document. He said that this document was found on August 14th in the possession of one of the Frenchmen now in custody. The original of this document bore the signature of the defendant.

Mr. Wolfe then addressed the Court at some length on the subject of his application for commitment. He commenced by stating that he had received a letter from the First Clerk of the Magistracy, stating: "I am directed to inform you that his Worship (Mr. J. R. Wood) has read the documents in connection with the case of Yue Man Hon and, subject to any remarks from the Captain Superintendent of Police, he would assume summary jurisdiction in the matter." He now appeared to ask his Worship to commit the defendant on the following grounds: The defence had put in documents to show that the defendant was a dealer in arms outside the Colony. At least one of the two arms found in the possession of the defendant—a Lueger—corresponded to the Lueger pistols which were constantly passing through the Colony, and which he had every reason to believe were the same arms as are used in the Chinese armies. They all knew that the Mauser and Lueger pistols are used by the Chinese armies and they were called rifles. He maintained that the weapon they would call a rifle would cover a Lueger pistol when the special butt was attached to it. It was obvious therefore that smuggling on a very large scale was at present going on. That was his first point.

The next point was the onus of showing that the defendant came by these arms honestly. They were obviously not for self-defence. No Chinese applicant had ever made application to carry arms of this sort. In all his experience, as Chief of the Police no application to carry an arm of that length had been considered by him. They were similar to the arms used by hired assassins to commit crime—such as the Wo Ping murder.

Continuing, Mr. Wolfe said this type of weapon (the Lueger) was used to shoot the actor in the Wo Ping Theatre case. The other weapon was a similar type to the one used against Mr. Chan Wing Sin, son of the ex-Governor of Canton, who was shot near Glenalee recently. He was shot in the back and still alive was now paralysed. If the defence said he got these arms for self-protection then why did he want two? If, on the other hand, they said they were samples, the police wanted to know where he got them from and if his transaction was legitimate. Nothing was found in the documents in connection with these arms and it was up to the defendant to say how he came by them; to produce orders covering the transaction, giving the name of the persons from whom they were received and to whom they were to be delivered. It was absolutely essential to the police to put a stop to this illicit traffic if they were to succeed in putting a stop to armed robberies, political murders and the shooting of the police.

The defendant had said he was keeping them for a friend. "If your Worship is going to accept that view after taking into consideration the recent public speeches which have resulted in fresh legislation embodying severe penalties to all those found in possession of arms without a permit, it is quite apparent that the man should be dealt with summarily; but I would point out that your Worship would be taking a grave responsibility in dealing with the case summarily. If he is keeping these arms for somebody else then, I submit, he was keeping them for a consideration, and the smallest fine would be \$1,000 with the alternative of six months' hard labour. The documents show that he is dealing in large figures. It is evident that this is the type of man the police want to get locked up. If the dupes of these men are caught and dealt with severely why should not the men who provide the sinews of war be dropped on too?"

Mr. Wolfe concluded his remarks by saying that the defendant should be committed to the Supreme Court.

The Magistrate: So you don't think 12 months will be sufficient for the offence?

Mr. Wolfe: No, your Worship; that is my view. Twelve months will not meet the case.

Mr. Jenkin, replying to Mr. Wolfe's application for commitment, said that he agreed with much that had been said by the Captain Superintendent of Police. He quite agreed it was up to any person found in possession of arms to satisfy the police as to how he came to be in possession of the arms and his reasons for having the arms. If the defence was unable to do so, then it was obviously a very serious case. The Captain Superintendent of Police had thought fit to make a number of statements which were not warranted. They might be correct, probably they were, owing to information in his official possession, but he could only say that he hoped the Magistrate would not take any notice of such statements, unless they were substantiated in evidence. He regretted the making of these statements for the reason that if the case did go to the Sessions the words used by Mr. Wolfe would not be lost upon a Jury. In a small community of this kind the considered opinion of the Captain Superintendent of Police that this man supplied arms to hired assassins would not go unpassed.

The only object of committing the defendant would be to obtain a higher sentence, but upon the evidence adduced by the Crown the offence amounted to that of mere possession of two "newish" small arms wrapped up in paper and cloth and not accompanied by ammunition. He could not conceive why the Captain Superintendent of Police did not produce the documents in Court. If he (Mr. Jenkin) had not called for them they would not have been produced and these documents explained the circumstances under which the defendant came into possession of the arms.

With regard to the Captain Superintendent's submission that the arms found were rifles, there was not evidence of that. He understood that the documents had been translated at the Secretariat for Chinese Affairs, and therefore the translation would be of the very best authenticity. It was impossible that the Captain Superintendent of Police should speak of revolvers as rifles when the word "bayonets" was used in the same documents. This, he thought was probably due to the superficial way in which Mr. Wolfe had read them. The defendant would be able to explain the whole matter.

The Magistrate expressed the view that the case was one for summary jurisdiction.

Mr. Wolfe: In which case I apply for the case to be before two Magistrates. He went on to say failing that he would apply for the case to be sent to the Sessions under Section 5 of the new Arms Ordinance which came into force that day. The new Ordinance had not yet been published in Orders but he expected it would be during the course of the afternoon. At any rate it came into force from midnight.

The Magistrate said that as regards the first point he had discretion in the matter, seeing that the case was partly heard. Asked by Mr. Wolfe if he refused the application for the case to be heard before two Magistrates, his Worship said he did. This led Mr. Wolfe to state that he would like to add a fresh charge under the new Ordinance which meant that defendant would be committed.

Mr. Jenkin said the only way this could be done was by withdrawing the present charge of unlawful possession.

Mr. Wolfe: In that case I propose to withdraw the present charge against him. His Worship pointed out the danger of doing this, stating that it might establish a case of *autrefois acquit*, which point would have to be considered.

The new charge was dropped, and it was decided to deal with the defendant summarily.

Mr. Jenkin then proceeded to outline his case for defence and, in doing so, said he would make no comments on what Mr. Wolfe had said. He said he would take the liberty to open the case at some length. The defendant, he said, would not be an altogether satisfactory witness as the efforts of the police to obtain his commitment had not left him in that sense of ease in which he would otherwise have been. He had had conversations with him and he found that his conversational powers in English were not too good. Due no doubt to lack of contact during recent years.

The defendant was the assistant compromise in Messrs. Dodwell and Company. He received the final part of his education in England and was there for eight or nine years, four years of that time being spent in the London office of his present firm. Most of the Yue family were engaged in Dodwell's office in Hongkong. His father, Yue Yik Chi, was their compromise, and he recently became a member of the Central Government of China under Dr. Sun Yat Sen. This young man in July of last year was appointed an advisory officer of troops to Dr. Sun. He was further engaged in political matters concerning the Government of China. He was also engaged to the daughter of Mr. Wong Hing, widow of the late General Wong Hing (a pro-Sun General) who, since her husband's death, had been acting as agent for Dr. Sun.

The defendant came into the picture some three months ago, at the same time as the two Frenchmen also made their appearance. Mrs. Wong Hing generally resided in Shanghai, but three months ago she was in Hongkong. The two Frenchmen were known to Mrs. Wong Hing in Shanghai and she gave the address of the defendant to these men telling them if they wished to see her she could always be found through the defendant. At that time Mrs. Wong Hing was staying in the Nam King Hotel, next to the Wing On Store. An interview took place there as the result of which it appeared that a contract had been entered into between these two Frenchmen, one

of whom spoke English, and the Canton authorities. The contract was for the supply of rifles. The period occupied for this was about two months. Later another contract was entered into with a representative of General Lau Cha Wan—a Kwangsi General. He sent a representative to Hongkong to arrange the matter.

The Magistrate: He is on the opposing side?

Mr. Jenkin: No, he is pro-Sun.

Continuing, Mr. Jenkin said as a result of this, a document was prepared and signed by one of the Frenchmen—"I think his name is Faravel"—Mrs. Wong Hing and the defendant. The defendant's name appeared on the document as the "recommender," which was probably the equivalent for guarantor. Other contracts were made between Mrs. Wong Hing, the defendant and other men whereby rifles were to be bought for \$35 and re-sold to the Canton authorities for \$42—a scale of profit which was not unprecedented. That profit was shared by Mrs. Wong Hing and another man, called Tseng, who was the man sent down by the General of the Kwangsi forces. By arrangement 4,000 of the rifles were to be delivered at Boca Tigris and the balance of 2,000 were to be delivered at Kongmoon. The Frenchmen, it appeared, were not satisfied with the order and refused to make delivery. A third official then appeared on the scene in the person of General Li Fuk Lam who wanted to buy over the 6,000 rifles. He sent a representative, named Choi, to Hongkong to see the defendant, who took him to Mrs. Wong Hing at the Tokio Hotel. Later the General entered into the negotiations personally, and as a result it was arranged that the 6,000 rifles should be delivered to Kwangtung.

The Frenchmen were then approached about another contract for 8,000 rifles, and they were informed that these could not be made within four months. The contract was not made as the time required to supply the arms was too long. So that nothing was delivered under this new proposed contract. The defendant at the various interviews acted as interpreter, and it would appear that he got to know the Frenchmen intimately. One of these Frenchmen had called at the defendant's office and asked if there was any possibility of fixing up a small arms contract with the Canton officials. The defendant said he would see what could be done and asked if they had any samples of the small arms they proposed to sell. The Frenchmen later came into the office and produced a parcel containing three weapons, two of which were in Court and the third was a Mauser. It was explained by one of the Frenchmen that he was regularly supplied with Mausers and that they usually shipped them through at about 300 a time. The price of the Mauser was \$55 each plus \$5 extra for delivery into Kwangtung. The price for the others was \$75 each and a further \$5 for delivery into Kwangtung. A Chinese named Yue Chak Po, an uncle of the defendant and a partner in the King On firm, was present when the Frenchmen were there. This gentleman was interested as he has three licences for arms from the police. One for his house, one for his office and one to carry about.

Mr. Wolfe smiled at this information and Mr. Jenkin added: I suppose they (the arms) will be taken away at tiffin time.

Continuing, Mr. Jenkin said that Yue Chak Po saw the parcel being put into the drawer of the defendant's desk, and he pointed out the danger of keeping the arms on the premises but the Frenchmen prevailed on him to keep the arms. On the following day the defendant saw Choi, representing General Li Fuk Lam; but as the price was too high no bargain was struck in small arms. If a contract had been arranged Mrs. Wong Hing was to receive \$3 per small arm. The Frenchmen were told that nothing had been arranged and the defendant asked them to take away the revolvers. They pointed out that it was a lot of "hobby" about keeping guns. They said they were going away with the French mail boat and they withdrew the Mauser which the defendant gave to them in a cardboard box and like a fool he held on to the revolvers.

It had been said that there were no papers to connect the revolvers up with the dealings. He said there were papers found in the defendant's pocket by the police and he could not understand why these had not been put in. He asked Mr. King to produce two slips of paper found in the defendant's pocket. This was done and they were put in as exhibits in the case.

The first of these slips of paper, said Mr. Jenkin, had the words "Belgium (5)" "Espagnol" (6) "mauser." When these words were written the defendant did not understand the meaning of the word "Espagnol" and they wrote underneath: "Manufactured in Spain." The defendant would explain why the figures five and six were there. The other little slip stated: "Next shipping 15th-28th August about 300 respect."

Referring to the Frenchmen, Mr. Jenkin said that their evidence, if they were brought into the case, would help to corroborate his remarks in regard to the defendant's activities as a dealer in arms which had no connection with this Colony. But it was inconceivable that they would be willing to give that evidence, as they would be convicting themselves from their own mouths. He understood that these men were being detained with a view to later getting rid of them from the Colony. In conclusion, Mr. Jenkin repeated that the revolver and pistol in respect of which the defendant was charged were left by the Frenchmen as samples, with a view to further business with the Canton officials.

The Magistrate fixed the afternoons of the 10th and 11th September on which to hear the evidence of the defendant.

TYPHOON MEMORIAL SERVICE.

CATHEDRAL CEREMONY.

A short service was conducted at St. John's Cathedral yesterday evening in memory of those who met with their deaths in the recent typhoon. The service was conducted by the Rev. H. Copley Moyle, assisted by the Rev. Mr. G. T. Waldegrave (Chaplain to the Seamen's Mission). His Excellency the Governor, accompanied by Capt. Neville, was in attendance. The service opened with the hymn "Peace perfect peace." Prayer was offered up on behalf of those who had died, particular mention being made of the officers and men who perished in the s.s. *Loong Sang*. The hymn "Eternal Father strong to save" and an anthem by the choir were also rendered, and the service concluded with the "Dead march in Saul." Amongst those present at the service were Commodore and Mrs. Grace, Hon. Mr. A. G. M. and Mrs. Fletcher, Hon. Mr. E. R. Hallifax, Mr. D. G. M. Bernard, the Hon. Mr. H. E. Pollock, Sir William Rees Davies, Mr. R. Sutherland, and Sir Robert Ho Tung.

THE DAMAGED MAIL.

The following particulars of the mail received in Hongkong on August 29th ex s.s. *President Grant*—a mail which had suffered very great damage owing to an outbreak of fire on board the ship—has been forwarded by the Postmaster-General (Mr. R. E. Lindell):—

The mail received by the Post Office from the s.s. *President Grant* comprised 395 bags only out of the 431 bags advised on the Way Bills, the shortage of 36, including 37 bags for Hongkong and 9 for Canton. It is expected, however, that a number of the missing bags will be received on the return of the ship from Manila.

The letter mails were all intact, but the newspaper, etc., and parcel mails were in most cases so badly damaged by fire and water as to make their contents worthless.

The figures for the whole mail for Hongkong and Canton are as follows:—

For Hongkong.	Advised on Way Bill.	Received Intact.	Received Damaged.	Present Shortage.
From:				
Seattle	115	31	47	37
South America	16	16	—	—
England	4	4	—	—
Canada	10	10	—	—
Japan & Shanghai	51	51	—	—
Sea Post	22	22	—	—
For Canton.				
From:				
Seattle	52	17	23	9
South America	10	10	—	—
Canada	6	6	—	—

HONGKONG CRICKET LEAGUE ANNUAL MEETING.

The annual meeting of the Hongkong Cricket League was held at the Hongkong Cricket Club pavilion last evening, Mr. G. R. Sayer presiding.

The meeting was attended by representatives of the various clubs interested in League cricket.

The report and balance-sheet of the league, prepared by the acting hon. secretary (Mr. Owen Hughes) was adopted on the motion of the CHAIRMEN, seconded by Mr. F. J. Lino. The reported showed that 11 teams competed in the "A" Division last season and six in the "B" Division. The former was won by the University and the latter by the Indian R.C.

The accounts show a credit balance of \$557.50.

On the motion of Mr. E. J. R. Robinson, seconded by Mr. J. P. Robinson, Sir Claud Severn and Mr. G. R. Sayer were unanimously elected President and Vice-President of the League for the ensuing year. Mr. H. Owen Hughes was elected Hon. Secretary and Treasurer on the motion of the CHAIRMEN, seconded by Mr. J. P. Robinson.

The meeting then spent a considerable time in revising the existing rules of the League. The most important of the changes adopted were: That the Committee in future shall consist of the President, Vice-President and one representative from each Club competing in the League. The old rule was to the effect that the officers serving on the committee should be elected at the annual general meeting. The rule imposing a fine of \$1 on clubs failing to send in the results of the matches to the Secretary of the League before a specified time was cancelled.

The entries for this season's league were later dealt with. These are as follows:—"A" Division.—Kowloon C.C., Hongkong C.C., Chinese R.C., Craigengower C.C., R.C.A. Navy, University, Civil Service C.C., Indian R.C. (one home and one away match to be played in each case).

"B" Division.—Kowloon C.C., Hongkong C.C., Chinese R.C., C.S.O.C., Navy, Indian R.C., Royal Engineers, and the University (two home and two away matches to be played in each case).

This was all the business of public interest.



COMMUNITY TABLE-PLATE PRICES ARE DOWN 20%

CALL OR PHONE FOR NEW LIST. PHONE 1741.

LANE, CRAWFORD, LTD.

COTYS' Parisian Perfume Essences.

Emeraude, Origan, Ambre-Antique, Jasmin & Lilas, etc.

LANE, CRAWFORD, LTD.

ENGLISH COLUMBIA DANCE RECORDS

3283 (ROSE OF RIO GRANDE For-Tzoz DUMBELL	3288 (WHEN WILL I KNOW For-Tzoz DEAREST
3284 (BY THE SHALIMAR WITHOUT YOU	3291 (PALE VENETIAN MOON HAVE YOU FORGOTTEN ME?
3285 (CHINA BOY MYBUDDY	3289 (SHEBA BUILD A STAIRWAY TO PARADISE

ANDERSON'S TEL C. 1222

Powell Ltd. TELEPHONE C. 342.

FRENCH SILK FOULARDS

NAVY AND WHITE
BLACK AND WHITE

BROCADED CREPE-DE-CHENE
IN A PRETTY RANGE OF COLOURS

SATIN CHARMANTE
IN THE LATEST COLOURINGS

NEW ADVERTISEMENTS

NOTICE

I have admitted Mr. UGO GONELLA as a Partner in my Business and the same will be carried on under the Name and Style of HAZELAND AND GONELLA, Civil Engineers, Architects and Surveyors, as from TO-DAY'S DATE.

E. M. HAZELAND,
33, Queen's Road Central.
1st September, 1923. [1237]

THE DIOCESAN BOYS' SCHOOL

NEXT TERM begins on MONDAY, SEPTEMBER 10th, 1923, at 8.30 A.M. All New Boys should attend on SATURDAY, SEPTEMBER 8th, at 8.30 A.M. The Headmaster will be in the Office on FRIDAY, and SATURDAY, SEPTEMBER 7th and 8th, from 8.30 A.M. to 12 noon—for interviews with Parents, Guardians and New Boys. The Bureau will supply Prospectus and Entry Forms.

W. T. FEATHERSTONE,
Headmaster.
[1241]

THE DIOCESAN BOYS' SCHOOL

WANTED ENGLISH LADY TEACHER, (Elementary Work, 8.30 A.M. to 12.15 P.M. Each Day. Apply by letter to the HEADMASTER.

[1245]

THE ROYAL HONGKONG GOLF CLUB

BOTH COURSES at FANLING are unavoidably CLOSED until further Notice. The CAPTAIN'S CUP Qualifying Round is POSTPONED until further Notice.

PERCY SMITH, SEBASTIAN FLEMING,
Secretaries & Treasurers.
[1241]

VERENIGDE NEDERLANDSCHER SCHEEPVAART-MAATSCHAPPIJ

(UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN

(HOLLAND-INDIA LINE)

NOTICE TO CONSIGNEES.

FAOZ BREMEN, HAMBURG, AMSTERDAM, ROTTERDAM AND GENOA.

THE Steamship

"KERTOSONO (I)" having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 6th Sept., 1923, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 6th Sept., 1923, at 10 A.M., by Messrs. Goddard & Douglas.

Claims against the Steamer must be presented in writing within 10 days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever. Bills of Lading will be countersigned by JAVO-CHINA-JAPAN LIJN, General Agents.

Hongkong, 29th August, 1923. [1128]

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SICILIA."

Arrived Hongkong on 30th August, 1923. From BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named steamer are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be stored out of Work by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo, from Persian Gulf or B.S.N. and B.S.N. Co.'s Steamers, Oils and Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 A.M. on Mondays and Tuesdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.

MAKINSON, MACKENZIE & CO., Agents.
Hongkong, 31st August, 1923. [1239]

NOTICE TO CONSIGNEES.

The Steamship "ROSANDRA" From TRIESTE, VENICE, SPALATO, BRINDISI, MASSADA, ADEN AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before last inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

Claims against the Steamer must be presented to the undersigned on or before the 7th inst., at 10 A.M., by Mr. GODDARD & DOUGLAS, who will be countersigned by JAVO-CHINA-JAPAN LIJN, General Agents.

Hongkong, 31st August, 1923. [1112]

NEW ADVERTISEMENTS

HONGKONG VOLUNTEER DEFENCE CORPS

THE PROMENADE CONCERT advertised to take place This Evening, is POSTPONED until further Notice. [1238]

TO THOSE REQUIRING A TEMPORARY RESIDENCE IN ENGLAND AND CONVENIENT FOR LONDON.

TO BE LET FURNISHED for 6 or 12 months from October. An Exceptionally Well furnished HOUSE with all Conveniences containing Eight Bed and Dressing Rooms, Bath, 3 Charming Reception Rooms and Compact Offices. Company's Electric Light, Gas and Water, Telephone. Delightful Grounds with Full Sized Tennis Court, Stocked Kitchen Garden. Two Maids would remain if desired. Several golf courses close at hand. Apply—HARRISON & SONS, 20, St. James' Square, London, S.W.1, England.

THE World's Greatest Authority on Rejuvenation (Prolongation of Life) and his assistant, both Continental Medical Doctors, will pay a visit to the Principal Cities of China for the purpose of administering to Applicants THE NEW VITAL GLANDS SERUM, or in some cases performing a Minor Non-dangerous Operation, thereby restoring the Vitality and Mentalty, and giving the Exhausted Man a New Lease of Life. A Comrade well acquainted with the Upper Classes, who will undertake to organize and make the necessary Propaganda, on a Commission basis, WANTED. Write to Scott & Scott, Ltd., Medical Agents, Kingsway Hall, London, W.C. 2.

JUST PUBLISHED.—SIMPLIFIED STELLAR MAPS and Aspects of the Night Sky together with a Companion Volume of Astronomical Tables (relating to the Rising and Setting of Celestial Objects) specially designed for India and Burma, and the adjacent Colonies, forms an excellent School Prize. On stout paper, cloth-bound. Second Edition. By J. C. CLARKE, F.R.S., F.R.A.S., etc. Price Rs. 6 only (for both Volumes).

Apply to—Times of India Press, or Thacker & Co., Bombay; Thacker, Spink & Co., or W. Newman & Co., or Catholic Orphan Press, Calcutta; Higginbotham & Co., Madras; American Baptist Mission Press, Bangalore.

[1242]

G. R.

HONGKONG TECHNICAL INSTITUTE

SHORTHAND

CLASSES IN SHORTHAND will Open on MONDAY, 3rd SEPTEMBER. Applicants should attend at QUEEN'S COLLEGE, Room 7 on that Date, at 6 P.M.

Only those can be admitted who have a good knowledge of English. [1231]

THE HONGKONG JOCKEY CLUB

THE FOURTH GYMKHANA MEETING will be held on SATURDAY, the 8th, and MONDAY, the 9th, OCTOBER, 1923, weather permitting.

Draft Programmes and Entry Forms may be obtained at the Race Course, HONGKONG CLUB and CAUSEWAY BAY STABLES.

Entries will Close on Saturday, 25th Sept., 1923. [1233]

NOTICE

OWING to the Indemnity of the Weather, the LUNAR RECREATION CLUB AQUATIC SPORTS are POSTPONED to a Future Date to be notified Later.

F. BAPTISTA, Hon. Secretary.
Hongkong, 30th August, 1923. [1234]

GREEN ISLAND CEMENT CO. LTD.

NOTICE

AN INTERIM DIVIDEND of Fifty cents (50 cents) per Share has been declared for the Half-year ending 30th June, 1923.

Such Interim Dividend will be payable on and after TUESDAY, the 18th SEPTEMBER, at the offices of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Company will be CLOSED from the 7th September, 1923, until the 18th September, 1923 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, SHEWAN, TOMES & CO., General Managers.
Hongkong, 29th August, 1923. [1236]

BAPTISTA, YONK & CO., LTD.

EXTRAORDINARY RESOLUTION.

AT AN EXTRAORDINARY GENERAL MEETING of the above-named Company, duly convened, and held at the Company's Registered Office at No. 4, Queen's Road Central on the TWENTY-EIGHTH day of AUGUST, 1923, the following Extraordinary Resolution was duly passed:

"That it has been proved to the satisfaction of this Meeting that the Company cannot by reason of its liabilities continue its business and it is advisable to wind up the same, and accordingly that the Company be wound up voluntarily; and that Mr. DIOSISIO MARIA VIZINA be and is hereby appointed Liquidator for the purpose of such winding up."

Dated this 24th day of August, 1923.

BAPTISTA, YONK & CO., LTD., M. BAPTISTA (Chairman).

[1235]

INTIMATIONS

ORIENTAL OVERSEAS COMPANY.

TO ALL WHOM IT MAY CONCERN.—Take Notice that Mr. H. W. AHWEE ceased to have any connection with our Firm on the 29th DAY OF AUGUST, 1923.

PANG CHUN KEUNG, General Manager, ORIENTAL OVERSEAS COMPANY.

[1225]

MEDICAL OFFICER.

THE POST OF MEDICAL OFFICER in the Port of CHUNGKING, China, is shortly falling vacant. Inquiries should be addressed to the Secretary, The British Municipal Council, Chungking.

[1221]

HONGKONG CLUB

NOTICE

THE THIRD YEARLY DRAWING of 30 DEBENTURES (1920 issue—\$500 each) of the HONGKONG CLUB, Payable on SATURDAY, the 29th SEPTEMBER, 1923, will be held in the CLUB HOUSE at 11 o'clock, A.M. on SATURDAY, the 29th SEPTEMBER, 1923.

Members of Debentures are invited to attend the Drawing.

By Order, A. H. ABEAS, Secretary.

Hongkong, 28th August, 1923. [1219]

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that Certificate No. 2814 for 30 Shares numbered 55302 to 55331; Certificate No. 4817 for 25 Shares numbered 90851 to 90876; and Certificate No. 4820 for 8 Shares numbered 2403 to 2410 all registered in the Name of GEORGE HOYES have been LOST or DESTROYED, and should these Certificates not be produced to the Company before the 15th DAY OF SEPTEMBER, 1923, New Certificates for the said Shares will be issued and the old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 15th August, 1923. [1175]

"TIT-BITS" interests and amuses readers

the world over. It is a household word wherever the English language is spoken. Thirteen shillings per annum ensures the regular arrival to your door every week. "TIT-BITS" is familiarly known as the "Green Tin." Remittances should be sent to GEORGE NEWNES, Ltd., 8, Southampton Street, Strand, London, W.C. 2.

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, on

TUESDAY, WEDNESDAY AND THURSDAY,

the 4th, 5th and 6th September, 1923, at H.M. NAVAL YARD, Hongkong, and at KOWLOON NAVAL DEPOT, commencing each day at 9.30 A.M. within an interval from 12 Noon to 1.30 P.M.

OLD AND SURPLUS NAVAL STORES, &c., &c.

Comprising—

Life Boats, Dingies, Whalers, Electrical and Wireless Telegraphy Fittings, Electric Cable, Cooking Stoves, Ship's Fittings, Iron Beds, Mattresses and Fittings, Life Rafts, Life Jackets and Bots, Carpets, Rugs, Mats, Table Covers, Blankets, Curtains, Canvas, India Rubber and Metallic Hoses, Old Cordage, Canvas Bags, Old Indian Rubber, Old Leather, Old Woollen and Linen Rags, Old Asbestos, Old Cork, Old Iron and Steel, Old Brass, Copper, Lead and Gun Metal, Copper and Brass Tubes, Coal Sacks, Wood, Iron and Gun Metal Blocks, Lamps, Gauges, Steel Tubes, Old Steel Wire Ropes, Mineral Oil, Chain Cable, Drilling, Slotting and Grinding Machines, Lathes, Planes and Cutter Engines, Tables, Compasses, Clocks, Iron Drums, Fold up Lavatories, Old Packing Cases, Packing, Boards, Old Casks, and a large quantity of Fire Bar Iron, etc.

Lots may be inspected on Monday, the 10th September, 1923.

Also SALES of Old and Surplus Victualling Stores at Kowloon on FRIDAY, 14th September, 1923.

Comprising—

Unserviceable Provisions, Rabbit, Raisins, Clothing and Mess Gear.

Terms of Sale—As detailed in Catalogue.

HUGHES & ROUTE, By Appointment Auctioneers to the Admiralty.

Hongkong, August, 1923. [1217]

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

SHARE AND LAND BROKERS

No. 8, Des Voeux Road, 2nd Floor.

Telephone No. C. 4306. [1107]

FURNISHED HOUSE TO LET.

TO BE LET, Furnished, from the 1st November for 6 months or possibly longer, a FIVE-ROOMED HOUSE on BARKER ROAD, PEAK, close to Tram Station, with Tennis Court and Garden.

Apply Box B.C.D., c/o Hongkong Daily Press. [1176]

TO LET.

OFFICES in FIFTH BUILDING—Two Rooms on Fifth Floor.

Apply UNION INSURANCE SOCIETY OF CANTON, LTD.

INTIMATION

JOHN DEWAR & SONS, LTD.

PERTH, SCOTLAND.

By Royal Appointment to His Majesty The King.

"WHITE LABEL"

FINEST SCOTCH WHISKY OF GREAT AGE.

AWARDED 50 GOLD AND PRIZE MEDALS.

THE VICTORIA VAT

The very finest old SCOTCH WHISKY.

As supplied to the Houses of Lords and Commons.

SOLE AGENTS—

A. S. WATSON & CO., LTD.,

Wine & Spirit Merchants.

PHONE 616.

BIRTH.

HAY.—At St. Peter's Nursing Home, Strathmore, on August 25th, to Mr. and Mrs. ARTHUR C. HAY, a son [1210]

Hongkong Office: 1A, Chater Road. London Office: 131, Fleet Street, E.C.

The Daily Press.

Hongkong, September 1st, 1923.

PROVISION FOR LIFE SAVING.

THE replies given by the Government in the Legislative Council on Thursday to the questions put by the Hon. Mr. POLLOCK, K.C., on the subject of making permanent provision for saving life in the harbour in bad weather, leave the matter in a very unsatisfactory position. Hongkong, one of the most important shipping ports in the world, liable as it is in the summer time to visitation by destructive typhoons, is without any provision for life saving in bad weather save that an arrangement exists with the Naval authorities whereby two Naval tugs are made available to assist in towing native craft when they are in danger of being unable to make for shelter on their own account. We have no high-powered lifeboats available for service in a storm, and not even a stock of rockets with life-saving lines attached at any point along the harbour front, either on the island or at Kowloon. In the recent typhoon it was widely felt that many lives might have been saved had these means of life-saving existed. Yet the Government was advised after the 1900 typhoon, and again by a Committee of Shipping men in 1913, that rocket life-saving apparatus would not serve a useful purpose in a harbour like Hongkong, and a Committee appointed in 1920 to consider the question of making provision for the protection of life and property in the harbour during typhoon weather did not see fit to recommend the use of a rocket apparatus. When the Government's reply to the Hon. Mr. POLLOCK deals with the subject of lifeboats it tells us that a Committee in 1913 recorded the opinion that there was no

work within the scope of a life-boat which could not equally well be carried out by tugs and launches provided with life-lines. It might have added that another Committee—or rather a majority—in 1920 endorsed that view by resolving to make no recommendation in favour of life-boats, but it would have been rather inconvenient to mention that in the reply given by the Government to the Hon. Mr. POLLOCK's questions because it would have been necessary to add that Captain BASIL TAYLOR, R.N., the Harbour Master at that time, dissented from that decision of the Committee, and it is stated in the Report itself that "Capt. TAYLOR in dissenting expressed the view that there was ample justification for the provision of such lifeboats; though the provision of a shelter for small boats at the west end of the harbour might lead him to modify his opinion." In a minute attached to the Report of the Committee Capt. TAYLOR sets out his reasons for dissenting from the Committee's resolve to make no recommendation in the matter of lifeboats. He wrote: "There is no doubt that many native craft founder during typhoons not in the harbour before assistance can be rendered to them, and the crews are generally drowned. The tugs proposed to be used for towing purposes are not suitable for picking up men in the water; they are not sufficiently handy, are of too high freeboard to make it easy to reach a man in the water, and get him on board, they could not lower boats to pick them up as no ordinary boat could exist in the heavy sea, and they would be apt to do more harm than good in this direction, by injuring the men they want to save, with the propellers and rubbing streaks. The same objections apply to the Chinese launches which are big enough to be of use for towing. The motor life-boats I propose are specially fitted for life-saving work, and that by reason of their not being suitable for towing, while tugs, by reason of their being designed for towing, are not adapted for life-saving."

We have quoted this minute fully because it shows that while the Committee did not support the plea of the former Harbour Master for motor life-boats, it nevertheless recognised the need for some provision being made for life-saving. It would be interesting to know what has been done by the Government towards carrying out the recommendations made by this Committee three years ago. The Committee recommended that the Government should provide "at least two tugs of about 100ft. in length and 500 to 750 h.p., whose first duty should be the protection of life and property in typhoon weather. In addition, that the Naval Authorities and other owners of suitable tugs be approached to permit them to assist as soon as they can be spared from their own proper duties: the provision of at least two Government tugs being essential, as no others are likely to be available for outside work for some little time after the necessity has arisen."

In the matter of the Shelters the Committee recommended the sub-division of the Kowloon Shelter into three sections, observing that "as it stands at present, it is wide enough for quite a serious sea, offers no opportunity for smaller boats to be inter-locked, as they are unable to fill any one section of the shelter. The division would break the sea and would give the smaller boats the opportunity they require." The Report mentioned that the floating population of the harbour was strongly of opinion that sub-division of the shelter was absolutely necessary if much damage among the craft was to be averted in a serious typhoon. Experience in that shelter in the recent typhoon confirmed this view. Another recommendation made unanimously by the Committee was for the provision of a second shelter in Belcher's Bay, to provide a refuge for craft unable to make head against an Easterly wind. It was stated that the record of wrecks at the West end of the harbour showed the need of such a shelter. Again, the appointment of a permanent Board to deal with executive details and such questions as would from time to time arise was recommended by the Committee, "as a matter of importance." But beyond the arrangement made with the Naval authorities for the services of two tugs in typhoon weather, not a single recommendation made by that Committee would appear to have been carried out by the Government. Of what use is it appointing Committees of Inquiry if the recommendations they make are to be disregarded? Since the Government has quoted the non-provision of life-boats and rocket apparatus (notwithstanding that the Harbour Master of three years ago, strongly advocated the provision of motor life-boats), it would be interesting, we believe, to a considerable number of people to know when some official announcement may be made as regards the fate of the other recommendations?

The s.s. Kwongsi which went ashore at Stonecutters during the big typhoon was successfully refloated yesterday.

Foundations are expected to be laid this month for the new Hongkong and Shanghai Bank building, on Victoria Road, Tientsin.

Mr. E. M. Hazeland, architect and surveyor, has admitted Mr. Ugo Gonella into partnership and the business will in future be carried on under the style of Hazeland and Gonella.

A landslide has undermined Findlay Path, The Peak, and deposited about 300 tons of earth against the walls of "The Farm," which had already received considerable damage in the typhoon of August 15th.

We are informed that, in reply to a preliminary inquiry, Hongkong Development, Building and Savings Society, Ltd., now in course of formation, has received 1,000 applications from persons wishing to build houses for themselves.

The attention of golfers is directed to an advertisement in another column which states that both courses at Fanling are unavoidably closed until further notice, and that the Captain's Cup qualifying round is held over until further notice.

Telegraphic advice has been received by the Admiral Oriental Line to the effect that silk shipped per s.s. President McKinley, which sailed from this port on August 2nd, at 10 A.M. arrived in New York on August 25th, at 6 A.M. Total time en route 22 calendar days 20 hours.

The rain of the last few days has brought the rainfall for the year to 12 inches above the average. The total rainfall since the 1st of January is 78.00 inches against an average of 65.92 inches. In the last four days we have had over 15 inches of rain. Even the Tatum Tuk reservoir has been overflowing during the past few days.

The Commissioner of Public Health at Shanghai is continuing his crusade against ice-cream "unfit for human consumption." Three Chinese ice-cream vendors were prosecuted in the Mixed Court last week and fined five dollars each. In his last monthly report the Commissioner states: "Owing to the very unsatisfactory character from a bacteriological point of view, and the consequent serious menace to health by intestinal infections, of practically all samples of ice-cream taken from retailers for analysis in the Laboratory, special investigations were made as to the possibility of a careful and conscientious ice-cream manufacturer being able to produce a pure article. It was demonstrated on the premises of the manufacturers, that a perfectly safe ice-cream, practically sterile, could be produced, under the supervision of the Health Inspectors when their instructions were carefully carried out. For safeguarding the health of the public, as far as possible, a list of manufacturers whose ice-creams are found unfit for human consumption will be published periodically in the Municipal Gazette. Supplies of ice-cream from the following licensed premises were examined in the Municipal Laboratory during the week ending August 10th, and found unfit for human consumption. Cafe Cecil, Navy Y.M.C.A., and Chinese Y.M.C.A."

WEDDING. MARTIN—CRAIK.

At St. John's Cathedral yesterday the marriage took place of Miss Enid Mabel Craik, second daughter of the late Mr. J. R. Craik and Mrs. Craik, North London, to Mr. A. J. J. Martin, eldest son of the late Mr. T. H. Martin, Hongkong, and Mrs. Crispin, Kowloon.

The service was conducted by the Rev. Mr. H. Copley Moyle. The bride was given away by Mr. G. R. Holloway and Mr. A. Ritchie was best man. The bride wore a dress of white chambray and carried a bouquet of Canton lilies, ginger lilies, and maidenhair fern. The bridesmaids were Miss Marjorie May Martin, sister of the bridegroom, and Miss Millcent Kinross. The honeymoon is being spent on the China coast.

CORRESPONDENCE.

GOVERNMENT VACCINATION.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS,"]

SIR.—The Attorney-General in introducing the New Vaccination Ordinance, states that some of the reasons for doing so are that at present: (1) The person vaccinated pays for it; (2) There is a danger of giving commissions who do not certify are given by persons who do not perform the operation; (3) The signature of the vaccinator is not always given.

In reply I would point out: (1) The labourer is worthy of his hire. (2) (3) (4) These offences are adequately dealt with in the case of Registered Medical Practitioners by the General Medical Council, and if the Government have evidence that any things are done, they have failed in their duty to the Public in not notifying the same to the General Medical Council.

Further I would point out that the Public Vaccinator, who is not a registered Medical man, is a creation of the Government, and was instituted against the advice of the Medical Board. His sins, if any, should not be used as an excuse for the Government to compete with private Medical men, at the expense of the Public, whose health is unaffected by the emigrant, who leaves the Colony—I am, Yours faithfully,

G. E. AUBREY.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

ANOTHER SERAJEVO?

DANGER OF LIGHTED TORCHES IN THE BALKANS.

LONDON, August 30th.

The danger of flaming lighted torches in the Balkans was no more serious in the days of Serajevo than today, when the Lausanne Treaty has left neither the Turks nor the Greeks completely satisfied. Bulgaria is deeply disappointed at being deprived of an outlet to the sea and the adjustment of the Albanian frontiers is arousing jealousies.

A keen realisation of this fact is reflected in London editorials, which, with singular unanimity, while sympathising with Italy's indignation and anger, deplore Premier Mussolini's precipitancy and severity as seriously threatening European peace.

PRESS DEMANDS FOR REFERENCE TO LEAGUE OF NATIONS.

The newspapers especially question the justice of the assumption that the Greek Government is in anywise responsible for the crime, in the absence of attested evidence.

There is a chorus of demands that the issue shall be referred to the League of Nations. Most opportunely a meeting of the League is to be held to-day.

HOW FAR WILL MUSSOLINI GO?

The more sober commentators believe that Signor Mussolini will not proceed to the lengths his words suggest. Nevertheless, there are disquieting reports of anti-Greek demonstrations throughout Italy, and rumours to the effect that secret orders have been given to the Italian fleet have produced an atmosphere of anxiety. There is a deal of suspense as to the nature of Mussolini's next move.

GREEK STEAMER DETAINED BY ITALIAN AUTHORITIES.

ROME, August 30th.

Newspaper advices from Brindisi state that the Greek steamer *Urania*, which should have sailed for Greece yesterday evening, has been detained by the Authorities.

ITALIAN STEAMER ORDERED NOT TO TOUCH AT GREEK PORTS.

The Italian steamer *Adria*, which cleared for Levant ports, has been ordered to proceed direct to Constantinople without touching at Greece.

OPINIONS OF DELEGATES TO THE AMBASSADORS' CONFERENCE.

PARIS, August 30th.

Le Matin states that the Allied delegates to the Ambassadors' Conference were not all agreed regarding the measures to be adopted in connection with the Janina murders, especially respecting the penalties and reparation to be demanded.

The British representative raised certain objections to individual action on the part of the Italian Government, thereby forestalling the action of the conference.

EARLIER CABLES.

GREECE ACCEPTS FOUR DEMANDS.

ATHENS, August 30th.

Greece has replied to Italy accepting her four demands, with modifications. Firstly, the commandant of the place will express the Greek Government's sorrow to the Italian Minister; secondly, a memorial service will be held in the presence of members of the Government; thirdly, the same day a detachment of the Guard will salute the Italian flag at the Legation; fourthly, the military will render honour to the remains of the victims when they are transferred to an Italian warship. The other demands are rejected on the ground that they infringe the sovereignty and honour of Greece.

ANXIETY FELT IN EUROPEAN CAPITALS.

LONDON, August 30th.

The European capitals are anxiously watching the developments of the Greco-Italian crisis. Authoritative opinion in London and Paris is relying on the Conference of Ambassadors, which has appointed a frontiers delimitation commission to settle the dispute.

Athens, August 30th. The Government is indisposed to accept the humiliating conditions, and will propose in the event of a deadlock that they submit the matter to the League of Nations.

Paris, August 30th. The papers sympathise with Italy's indignation, but consider her action too precipitate.

GRECO-ITALO CRISIS.

AMBASSADORS' CONFERENCE PROTESTING.

PARIS, August 30th.

The Ambassadors' Conference have decided to telegraph to the British, French and Italian Governments asking them, in view of the gravity of the situation to join in an energetic protest against the assassinations in Albania, and inviting the Greek Government to open an inquiry.

ITALY RATHER HASTY.

LONDON, August 30th.

It is stated here that the Ambassadors' Conference Note has been despatched to Greece.

The general impression in responsible quarters in London is that Italy has been rather hasty, and that the terms of the ultimatum are unduly severe.

EUROPEAN CAPITALS ANXIOUSLY WATCHING DEVELOPMENTS.

LONDON, August 30th.

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Authoritative opinion in London and Paris is relying upon the Conference of Ambassadors, which appointed the frontier delimitation commission to settle the dispute.

HUMILIATING CONDITIONS UNACCEPTABLE TO GREECE.

ATHENS, August 30th.

The Government is not disposed to accept the humiliating conditions, and they will propose, in the event of a deadlock, to submit the matter to the League of Nations.

MUSSOLINI'S 'IMPLACABLE SEVERITY.'

ROME, August 30th.

The newspapers are unanimous in approving Premier Mussolini's 'implacable severity.'

DANGEROUS POSSIBILITIES.

It is considered in London that a Note will also be sent to Italy urging great moderation towards Greece in view of the dangerous possibilities of the situation.

It is announced that the Allied Note to Greece reserves the rights announced in due course the penalties and reparations which it may be judged are necessary for the crime.

ITALIAN TROOPS CONCENTRATING.

PARIS, August 30th.

It is reported from Italy that the troops are concentrating in South Italy.

GREEK PRESSMEN REQUESTED TO LEAVE ITALY.

ROME, August 30th.

The *Tribune* states that three correspondents of Greek newspapers have been requested to leave Italy.

LATEST CABLES.

MEETING OF KU KLUX KLAN RAIDED.

ANGRY RIOTERS USE CLUBS, PISTOLS AND GAS BOMBS.

PENHAMBOY, New Jersey, August 30th. A meeting of the Ku Klux Klan led to riots in which the police were obliged to keep back the crowd, numbering 5,000, who were attacking the building in which the Ku-Klux members were holding their meeting.

The mob made use of pistols, tear gas bombs and clubs, and smashed the windows of the hall and neighbouring buildings.

Horses, with which the firemen were attempting to assist the police, were soon put out action, but in the meanwhile, some klansmen, aided by the police, succeeded in escaping by back windows. Hand-to-hand encounters followed, in which there were many casualties, though none proved fatal. Many arrests have been made.

FINANCIAL CRISIS AT DUSSELDORF.

UNPRECEDENTED SEIZURE BY FRENCH.

COLOGNE, August 30th.

A financial crisis prevails at Dusseldorf as a consequence of the unprecedented seizure of 1,300 milliard marks, which were specially printed to pay week end wages, replacing the previous seizures.

The money was confiscated as it left the printing works and the town is comparatively moneyless. Most of the banks and shops are closed down.

COMMUNIST ACTIVITIES.

SIGNIFICANT MEETING OF THIRD INTERNATIONAL CALLED.

RIGA, August 30th.

Advices from Moscow state that the Third International has called a conference for September 9th to which will be invited members of the Second International and the Amsterdam Bureau of Trade Unions. The meeting is called ostensibly to assist the German workers, but it is believed an effort will be made to recreate a united front.

U.S. SHIPPING BOARD FLEET PLANS FOR INDIRECT GOVERNMENT OPERATION.

WASHINGTON, August 30th.

After a thorough discussion between President Coolidge and the members of the Shipping Board, it is announced that the board will now proceed with plans for indirect Government operation of its fleet through a number of subsidiary corporations.

LATEST CABLES.

RUSSIA AND BRITAIN.

SOVIET OFFICIAL TRADE REPRESENTATIVE TO BE ACCEPTED.

LONDON, August 30th.

The British Government has instructed its Moscow representative to inform the Soviet Government that M. Rakovsky may now proceed to England as Soviet official trade representative.

BRITISH SHIPBUILDING DEPRESSION.

LOW FIGURES FOR AUGUST.

LONDON, August 30th.

The extraordinary depression prevailing in the British shipbuilding industry, is shown by the fact that not a single contract has been reported as placed on the Clyde or the East Coast of Scotland during August, while Clyde launchings for August only totalled 1,363 tons.

AUSTRALIAN DEFENCE EXPERT TO VISIT ENGLAND.

MELBOURNE, August 30th.

A defence expert is proceeding to England for the purpose of conducting investigations in connection with the question of the erection of factories in Australia for the production of guns, ammunition and high explosives.

RUM RUNNERS' SEAPLANE CAPTURED BY U.S. CUSTOMS CUTTER.

NEW YORK, August 30th.

The latest capture of a rum-runner is that of a seaplane which was seized by a customs cutter off the Jersey coast.

SEAWANHAKA YACHTING CUP.

WON BY BRITISH YACHT.

LONDON, August 30th.

Great Britain retains the Seawanhaka Yachting Cup as the result of the Glasgow yacht *Colt* III securing three victories out of four races on the Clyde with the American challenger *Lea*. Both yachts are six metre sailers.

ROWING AT CANADIAN EXHIBITION.

LEANDER WIN CHIEF EVENT.

TORONTO, August 30th.

Leander defeated Philadelphia Undine in the final of the international rowing event at the Canadian National Exhibition. The course was a mile and an eighth. The race was won by a length in five minutes fifty-six seconds.

EARLIER CABLES.

INTERNATIONAL RED CROSS CONFERENCE.

U.S. DELEGATES REFUSE TO ATTEND.

GENEVA, August 30th.

The opening of the eleventh International Red Cross Conference was noteworthy for the absence of American Red Cross representatives. It appears that the American delegates who are at present in Paris are aggrieved by a report by the International Red Cross Committee warning the Conference that money should not be the predominant influence in the Conference decisions.

M. Gustave Ador, the President, in a speech said while they are most grateful for American Red Cross generosity they insisted on equal rights for all societies, and only moral, not financial consideration should count when the Conference considered the question of the fusion of the Geneva organisations with the new Paris League of Red Cross Societies.

A telegram was received by the Conference to-day from Mr. Bicknell, head of the American delegates, who declared that the latter would not attend at Geneva unless the Conference repudiated the International Committee's report.

INDIAN FRONTIER MURDERS.

SIMLA, August 30th.

The Landi Kotal murders have joined the Kohat murders of Mrs. Ellis. The gangs are sheltering at Nazim, Dehra, beyond the Kohat border, in an inaccessible watershed overlooking the Safed range.

GERMAN CURRENCY REGULATIONS.

POLICE RAID DEALERS' PREMISES.

BERLIN, August 30th.

In conformity with the recent order regulating dealings in foreign currencies, a large force of police raided the premises of currency dealers in the region of the Bourne and arrested 692 persons, of whom 21 are detained. A large amount of foreign currency was confiscated.

GERMAN MARKS.

LONDON, August 30th.

German Marks are quoted at between 32,000,000 and 34,000,000 to the sovereign.

IRISH ELECTIONS.

POSITION OF THE PARTIES.

LONDON, August 30th.

It is officially announced that the position of the parties in Ireland this afternoon was as follows:

Government	34
Republicans	20
Labour	7
Farmer	5
Independents	12

Both the Government candidates were defeated at Waterford, the Labourite and the Farmer candidates, respectively, securing the remaining two seats.

LATER.

All the Free State Ministers with one exception have been elected.

Five women have been elected, including Mrs. Broughton whose husband was killed in the fighting in Sackville Street last year.

DUBLIN, August 30th.

The latest returns have raised the hopes of the Republicans winning forty seats. The state of the parties at midnight was:

Government	41
Republicans	23
Independents	14
Labour	9
Farmer	8

Both Government candidates were unsuccessful at Waterford.

MUNROE DOCTRINE.

AMERICAN POSITION RE-STATED.

MINNEAPOLIS, August 30th.

Mr. Hughes, Secretary of State, addressing the American Bar Association, re-stated the American position in regard to the Monroe Doctrine, as being at present deserving special emphasis. The Doctrine was not a policy of aggression but of self-defence. The Government of the United States reserved to itself the denunciation, interpretation and application of the Doctrine, which does not infringe the independence or sovereignty of the other American States. It is impossible for the United States to yield to any foreign power control of the Panama Canal or its communications, and it might be necessary for the United States in future to build and protect another Atlantic-Pacific Canal. The Doctrine does not stand in the way of Pan-American cooperation, and it does not offer any obstacle to wider international cooperation. Our people are still intent upon abstaining from participation in the political strife in Europe, preferring to reserve freedom of action, confident of their ability and readiness to respond to every future call to duty, but they would not shrink cooperation with other nations whenever there is a sound basis for such co-operation and a consciousness of a community of interests and aims.

AEROPLANE ACCIDENT AT EAST MALING.

INQUEST ON VICTIM.

LONDON, August 30th.

At the inquest on the victim of the East Maling aeroplane crash, a lawyer from New York, who was one of the injured, testified that the mechanic motioned to the passengers to go back to the after-cabin. They had to walk upward, as the aeroplane was nose-diving. None of the passengers were in the least apprehensive, and certainly there was no panic. Those already in the after-cabin remained quietly in their seats.

The inquest was adjourned till September 11th.

U.S.-OTTOMAN DEVELOPMENT COMPANY.

NEW YORK, August 30th.

Colonel Kennedy, the head of the Ottoman-American Development Company, which, yesterday, was awarded the control of the Chester Concessions, announces that he is sailing for Turkey with a party of engineers next week, and that they will begin immediate development projects.

TANGIERS NEGOTIATIONS.

LONDON, August 30th.

The arrival of the Italian destroyer *Amante* announced from Tangiers, seems to confirm the reported intention of Italy to intervene in the Tangiers negotiations in London.

ITALO-SPANISH RELATIONS.

LATER.

Reuter's correspondent at Madrid reproduces the report hinting at the possibility that the forthcoming visit of the King of Spain to Rome may lead to an Italo-Spanish defensive understanding with a view to countering French ambitions in the Mediterranean.

OBITUARY.

PRINCESS CHRISTOPHER OF GREECE.

LONDON, August 30th.

The death in London is announced of Princess Christopher of Greece, formerly the American Mrs. Leeds.

QUEEN WILHELMINA'S JUBILEE.

PRESIDENT OF INTERNATIONAL COURT OF JUSTICE HONOURED.

THE HAGUE, August 30th.

On the occasion of Queen Wilhelmina's jubilee, the Grand Cross of the Netherlands has been conferred upon Dr. Labor, President of the International Court of Justice.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

FRANCO-CHINESE CONTROVERSY.

QUESTION OF BOXER INDEMNITY PAYMENTS.

LONDON, August 30th.

The *Indy Telegraph* diplomatic correspondent says that a serious Franco-Chinese controversy, is progressing over France's insistence that the Boxer Indemnity be paid in gold francs, not paper.

In the event of a refusal France threatens not to ratify the Washington Treaty authorising China to raise customs dues.

FATE OF S.S. "MYLIE."

CHINESE MISS-BOY SOLE SURVIVOR.

SHANGHAI, August 31st.

The mystery of the fate of the steamer *Mylie* was solved yesterday by the arrival of the Chief Engineer, who was picked up dead in an open boat after being adrift for six days.

Before the body of the Chief Engineer was taken aboard, a raft was sighted on which a solitary figure waved twice before falling exhausted.

The man proved to be a Chinese mess-boy. He was alive when found and was conveyed to hospital on the arrival of the *Sinking*. It is believed that the *Mylie* sank off Side Saddle Island. There is practically no hope of further survivors.

JAPANESE STEAMER AFIRE OFF GRAVESEND.

LONDON, August 30th.

The Japanese steamer *Alpa Maru* is on fire in number five hold, off Gravesend. Steam has been injected for twenty hours and number five hold and between decks have been flooded. Up to the present the fire has not been extinguished and two tugs are standing by.

An explosion which occurred after the hatch had been removed injured a number of the crew.

OIL BLAZE IN SHANGHAI.

A.P.C. RESERVOIR EXPLODES.

SHANGHAI, August 31st.

A huge oil fire took place last evening at the Petroleum Company's wharf at Pootung as the result of the explosion of an oil reservoir.

Firemen were powerless except to protect nearby shipping and property.

Three barges loaded with kerosene became ablaze and drifted away down stream, leaving a trail of fire on two connected wharves and causing slight damage to another. A fireship floating down to Woosung, fortunately in midstream, burst itself out. The damage is believed to be considerable. The cause of the fire is so far unknown.

NEW JAPANESE CABINET.

TOKYO, August 31st.

The formation of a Cabinet by Count Yamamoto is progressing, but it is evident now that it must be non-party, as the leaders of the various political parties have definitely declined to enter.

It appears certain that the new ministry will include Baron Goto (Governor-General of Formosa), Mr. Inuki (leader of the Nationalist Party) and Vice-Admiral Takarabe. Count Yamamoto may double the Foreign Office portfolio with that of Premier.

JAPANESE TRADER AT MOSCOW.

MOSCOW, August 30th.

Mr. Yamasaki is not the chairman of the Tokyo Chamber of Commerce, but chairman of the Russo-Japanese Trade Association. His visit is connected with the All-Russian Agricultural Exhibition.

HONGKONG PROPERTY DEAL.

JARDINE, MATHESON PROPERTY SOLD TO CHINESE SYNDICATE.

HONGKONG, August 31st.

Property belonging to Jardine, Matheson, also the manager's residence at East Point, have been sold to a Chinese syndicate for \$4,000,000.

[BY COURTESY OF THE "DAILY BULLETIN"]

RUSSIAN COLONY IN SHANGHAI.

SHANGHAI, August 29th.

The Russian Refugee Relief Committee have forwarded to Dr. Nansen a comprehensive report on the situation at Shanghai, describing the growth of the Russian Colony from 700 before the war to 5,000 at present, of whom 250 are destitute.

The report emphasises the difficulties of securing relief funds in view of the fact that there are 300,000 refugees in China, near the frontiers.

The Committee are hopeful of repatriating willing refugees with the co-operation of the Soviet representative, but funds are lacking. The report concludes by hoping that the League of Nations will find means to render prompt and effective assistance.

THE PRESIDENTIAL ELECTION.

PEKING, August 29th.

While many of the vernacular papers state that the Presidential preliminary election will be held on September 8th, it seems more likely that the date given yesterday, September 13th, will prove correct.

The Tientsin clique have informed Wu Ching-lien that they will do their utmost to assist him in carrying out the election.

Hitherto, about 30 members of Parliament have returned from Shanghai.

Kao Ling-wei and Dr. Wellington Koo returned to Peking this morning. They will attend a meeting of the Cabinet, which, to-day, is discussing the serious financial situation.

It is understood that Chang Hu is disappointed with the assistance he has so far received. The amount obtained is insignificant in view of the number clamouring for arrears of salaries and wages.

PERSUADING MEMBERS OF PARLIAMENT TO RETURN.

PEKING, August 29th.

The various political and parliamentary parties have appointed 20 delegates to proceed to Shanghai to persuade members of Parliament to return.

The delegates started to-day.

TOBACCO TAXES.

PEKING, August 29th.

The Waichiaopu have wired to the Inspectors-General in Honan and Hupeh, asking them to stop levying the taxes on tobacco and cigarettes which came into force on August 29th and are coming into force on September 1st, respectively.

The Waichiaopu state that such taxes will complicate matters when the Customs Conference meets.

LINCHENG DEMANDS.

PEKING, August 29th.

The Government have despatched Yuan Chow-yu to Yoyang to consult Wu Peifu regarding the Chinese reply to the Lincheng demands.

MENGHSIEN LOOTED.

PEKING, August 29th.

Bandits, on August 24th, captured and looted Menghsien, kidnapped a number of the inhabitants, and left in a westerly direction.

A large number of bandits are reported to be in the district. Menghsien is only a few miles from Loyang and 30 miles west of the Peking Syndicate's collieries.

ASSISTANCE FOR CHOW HENG TI.

PROTEST FROM HUPEH PROVINCIAL ASSEMBLY.

PEKING, August 29th.

On learning of the proposal of the War Ministry to despatch the Second Division, to Yochow under the command of Sun Chuan-fang, with the object of assisting Chow Heng ti, the Hupeh Provincial Assembly have protested against the return of that division, which had mutinied at Wuchang when under Wang Chang-yuan.

MILITARY SITUATION IN SZECHUAN.

PEKING, August 29th.

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**THERAPION No. 1
THERAPION No. 2
THERAPION No. 3**

THE NERVOUS CHILD

MATERNAL PESSIMISM AT THE BOTTOM OF THE TROUBLE.

In the section of Neurology and Psychological Medicine at the British Medical Association meeting at Portsmouth on July 25th, Dr. Hector C. Cameron opened a discussion on "The Nervous Child." There was, he said, something about the carriage, bearing, and posture of the nervous child which arrested attention at the first glance. The nervous adult might be able by an effort to square his shoulders and assume a confident air which might deceive. With the young child that was never so.

The nervous child stood exactly as drill sergeants tried to prevent recruits from standing. It tended to lean against any support which offered—a wall, the table, its mother. The facial muscles, as a rule, were in constant overplay; but complete exhaustion might produce a still face. The child was often restless, and showed what might be called "muscle vice." Pallor, constant or intermittent, was also a common symptom. Many of these children had been operated on for appendicitis, owing, perhaps, to the frequency of bodily pain. The nervous child was a cold-catching child.

Dr. Cameron proceeded: "The study of the nervous child is to a great extent the study of his parents and of the powerful influences for good or evil which proceed from them to an unduly susceptible child. It is essential to realize the intimacy of the relationship between the mother's mind and the child's."

Consider first how open the young child is to suggestion of all sorts. He is quick to form ideas as to what is or is not characteristic of himself, yet at the same time he is without power of self-discrimination or self-analysis. He sees himself only in the eyes of his elders. Whatever is thought of him, said of him, even feared for him, that he rapidly becomes. The symptoms of functional nervous disturbance, which are most rife among nervous children—are those about which the mind of the ordinary mother is most pre-occupied. It is in general not what one says to children that matters at all but what one says of them! Failure is to be taken lightly. It is the occasional success which must arouse all the interest and remark.

Undue timidity is perhaps the commonest fault of the only child. For him, the only one, so much is feared. Wherever he goes the air is full of warning. It is natural that he should interpret this excess of precaution as indicating the constant presence of danger. As the big dog approaches the child, it is enough to make a little movement of protection to arouse in him the sense of danger. It is the parent who has unconsciously uttered the warning call. On the other hand, foolishness no less than timidity is a reaction to faulty management. We all of us know children who are constantly performing strange and perturbing actions, climbing to great heights, running away from nurses, and so forth, and as the parents record the dreadful deed we are yet conscious all the time of a note of pride in the wrong-doing. We have the feeling that they are convinced that no ordinary child would have had the foresight to plan and the daring to carry out so wild a project.

It would not be difficult, I think, to show that this almost insane tendency to oppose plays a great part in the development of many of the symptoms of nervous unrest in the child. Its treatment calls both for a tightening and for a relaxation of discipline. The parents and nurses must pass more into the background and allow the child free play. The cords against which he is straining must be released. Only rarely should the parent make a stand and insist, and then the intervention should be in irresistible force. No child who is habitually upbraided can respect himself. To indicate displeasure to a child ought to be a momentous thing not easily passed over. It is significant that the first words which many children utter are words of reproach, "naughty" or "dirty," and even before he can speak he can scold himself with gusto in the tones of his elders.

CHILD'S LOVE OF SELF-ASSERTION.
Closely connected with the child's proneness to the influence of suggestion and with his desire to oppose is his instinct to assert himself, to attract attention to himself, and to make himself the centre of the picture. It is often the desire of children to produce what the newspapers call a "sensation" which leads to particular disturbances of conduct. The natural sense of inferiority which they feel in the presence of their elders normally leads to shyness, or with certain temperaments it is compensated for by means of what is called, "showing off." In showing off we have an exaggerated desire to attract notice, and the devices adopted to achieve this end are innumerable and often perturbing.

The particular form which the persistent effort to attract attention takes is not dependent in the least upon inherited peculiarities of disposition or tendencies to selfishness, but upon the personalities of those who are in charge. The crying child who endeavours to gain his way and dominate the household by the strength of his lungs is always the child of parents who are unduly distressed by his crying. The child who is "jealous" of his baby brother and who makes ceaseless attempts to do him damage is often the child of a mother who is unable to take him fearlessly to the newcomer. He is aware that the best way to attract attention to himself is to threaten his successor. Like the insane, the nervous child seems forced to do that which most distresses those who most love him, and he is commonly possessed of an almost unerring sense of the vulnerable points of his parents.

A doctor from the East-end of London said that 80 per cent. of the children he dealt with were Jews, and he found very little nervousness among them, but among the 20 per cent. of Gentiles there was almost universal nervousness. Jewish mothers, being exceedingly fond of their children, might spoil them, but in the consulting room the behaviour of the Jewish child was far from being nervous.



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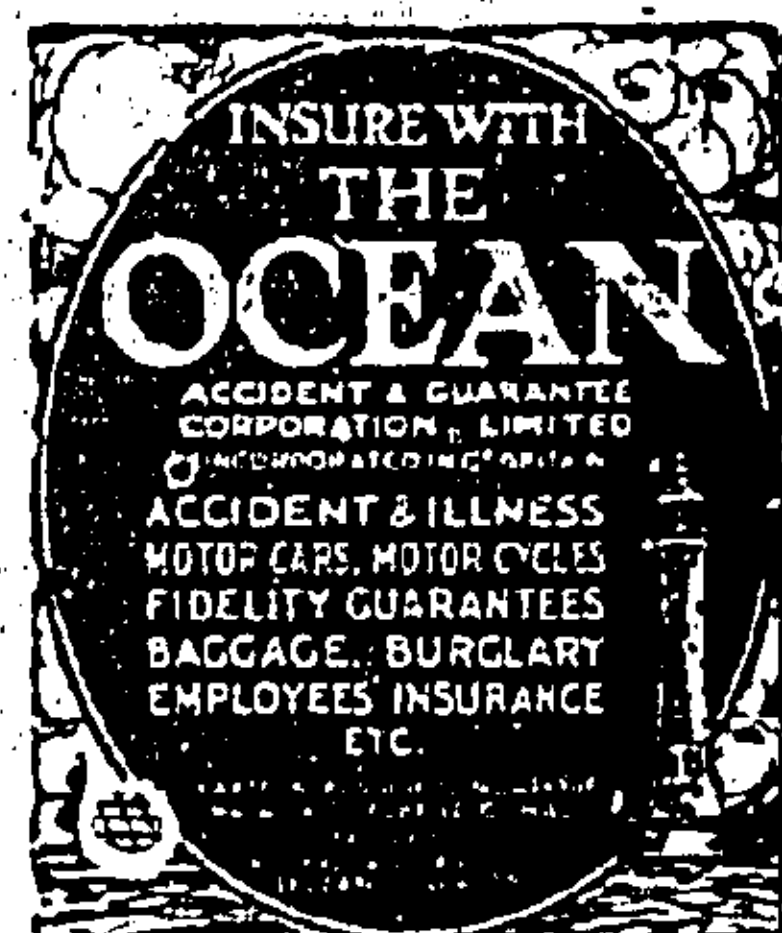
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mothers, being exceedingly fond of their children, might spoil them, but in the consulting room the behaviour of the Jewish child was far from being nervous.

MAN'S CORRECT POSTURE.
Dr. Peter Macdonald (York) mentioned the discovery by Mr. F. M. Alexander, who was not a doctor, that man to-day had largely forgotten the erect posture. This discovery, he said, would be epoch-making in the history of medicine and science. He asked the audience to observe the carriage of elderly people, and said that the stoop was not due to old age, but caused old age. He denied that the correct posture was that of the drill sergeant, which he described as "a characteristic military deformity." As a result of being treated himself by Mr. Alexander three years ago he had thrown off decrepitude, which was "undertaking" him three years ago. (Laughter.) The effect of this treatment on health and disease was perfectly astounding. Asthma could be remedied, if not cured, and stammering was certainly curable.

Dr. Cameron, in replying, said that in Guy's Hospital there was a class of children who were taught to strut and swagger about and stand well. As a result they had thrown off any sense of nervousness, and were normal children. Maternal pessimism was at the bottom of all the trouble. They had to make the mother an optimist.

WORLD THEATRE

WEDNESDAY, 29th, to SATURDAY, 1st September,
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In a Story of Thrills and Romance

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Mikasa Hotel	Miyajima	Kanaya Hotel	Tokyo Station Hotel
Mampei Hotel	Miyajima Hotel	Nikko Hotel	Tsukiji-Seyoken Hotel
Kobe	Miyajima Hotel	Osaka	Yokohama
Oriental Hotel	Fujiya Hotel	Osaka Hotel	Grand Hotel
Tok Hotel	Nagasaki	Shimonoseki	
	Japan Hotel	Kobe Hotel	

IN TAIWAN (FORMOSA)

Taipei:—Taiwan Railway Hotel

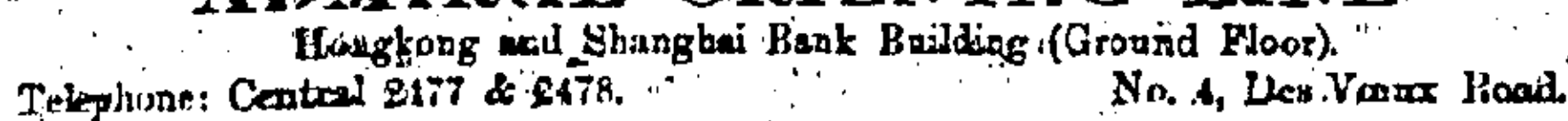
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Keijo (Seoul)	Dairen
Chosen Hotel	Yamato Hotel
Shinghai	Hsinchuang
Shinghai Station Hotel	Yamato Hotel

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TELEPHONE CENTRAL No. 215

Journal of Management Education 30(6)p. 789-804
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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

SHIPPING NEWS

ARRIVALS.

August 30th.
Amboise, French str., 4,915 tons, Capt. Schwab, from Marseilles and Saigon, with a general cargo.—M.M.
Chincho, British str., 1,335 tons, Capt. E. B. Blackburn, from Kolschanga, with a general cargo.—B. & S.
Drufar, Norwegian str., Capt. 1,109 tons, Capt. N. Bjorth, from Bangkok, with a general cargo.—Thomson & Co.
Waiching, British str., 1,267 tons, Capt. J. S. Thomson, from Focchow, with a general cargo.—D. L. & Co.
Wuigong, British str., 1,382 tons, Capt. A. H. Stewart, from Saigon and Swatow, with a cargo.—Yuen Shing Fat.
Xuawing, British str., 1,434 tons, Capt. D. Skinner, from Bangkok and Siam, with a general cargo.—J. M. & Co.
Lushan Maru, Japanese str., 1,517 tons, Capt. T. Yasukawa, from Shanghai, with a general cargo.—Nippon Yusen Kaisha.
Eosandra, Italian str., 4,795 tons, Capt. de Ruyt, from Trieste and Singapore, with a general cargo.—Doddwell & Co.
Wuyah Maru, Japanese str., 1,772 tons, Capt. Sato, from Muke, with a cargo coal.—M.B.K.

August 31st.
Chengching, British str., 1,293 tons, Capt. T. Tapsell, from Tientsin, with a general cargo.—J. M. & Co.
Eastern, British str., 2,272 tons, Capt. G. L. Smith, from Moji, with a general cargo.—Mackinnon, Mackenzie & Co.
Japan, British str., 3,837 tons, Capt. O. Munro, from Moji, with a general cargo.—Mackinnon, Mackenzie & Co.
Ling Sun, Chinese str., 3,844 tons, Capt. W. H. Knag, from Tientsin, with a general cargo.—Chung Wah Nah Co.
Lobon Maru, Japanese str., 4,341 tons, Capt. T. Kusaki, from Nagasaki, with a general cargo.—N.Y.K.
Matsushima Maru, Japanese str., 4,334 tons, Capt. B. Kaneko, from Hamburg and Singapore, with a general cargo.—N.Y.K.
Oldenburg, German str., 5,197 tons, Capt. Kurlberg, from Hamburg and Manila, with a general cargo.—Arnold & Co.
Scilla, British str., 4,188 tons, Capt. E. C. Miller, from Bombay, with a general cargo.—Mackinnon, Mackenzie & Co.
Winghong, British str., 2,397 tons, Capt. E. G. Rapley, from Hongkong, with a cargo.—Williamson & Co.

CLEARANCES.

August 31st.
Agamemnon, for Saigon.
City of Norwich, for Shanghai.
Daewoo, for Bangkok.
Huawei, for Singapore.
Huawei Maru, for Shanghai.
Utsukushima Maru, for Chinwangtao.
Hueh Kuo, for Swatow.
Ketsuana, for Shanghai.
Lushan Maru, for Canton.
Xuawing, for Manila.
Yuen Shing Fat, for Canton.
President Grant, for Manila.
President Pierce, for Shanghai.
Shing Maru, for Manila.
Saili, for Kwang Chou Wan.
Taiwan, for Kwang Chou Wan.
Taiwan, for Manila.
Tanda, for Amoy.

SHIPPING MOVEMENTS.

The *s.s. Antioch* (Blue Funnel line), for Boston and New York, left Shanghai, on August 30th, for this port and is due here on September 2nd.
 The *Ben Line s.s. Benledi*, from Middlesbrough, Antwerp, London and Straits ports, left Singapore for this port via Manila, on August 30th, and may be expected to arrive here on September 10th.
 The *Ben Line s.s. Benledi*, from Middlesbrough, Antwerp and London, left Suez for this port via Straits ports and Manila, on August 25th, and may be expected to arrive here on September 28th.

VESSELS EXPECTED.

Amoy (M.M.), due Sept. 25th.
Bellerophon (Blue Funnel), due Sept. 7th.
Benledi (Ben Line), due Sept. 8th.
Coal Leger (Hugo Stinus), due Sept. 3rd.
Candler (M.M.), due September 11th.
Elpenor (Blue Funnel), due Sept. 12th.
Empress of Canada, due September 10th.
Maru Maru (N.Y.K.), due Sept. 3rd.
Mermaid (Blue Funnel), due Sept. 8th.
Phoenia (Blue Funnel), due Sept. 19th.
President Madison, due Sept. 8th.
Siberia Maru, due September 8th.
Suoi Maru (N.Y.K.), due Sept. 13th.

PASSENGERS.

ARRIVALS.

Per *s.s. Hatching*, on August 30th:—
 Mrs. F. H. Wilkins, Mr. L. G. Phillips, Dr. and Mrs. E. W. Kirk.
 Per *E. & A. s.s. Eastern*, from Yokohama:—Mr. and Mrs. A. R. Sutherland, Miss E. K. Saunders, Mr. H. Hansen, Mr. and Miss McCauley.

DEPARTURES.

Per *M.M. s.s. Amboise*, for Shanghai:—Mr. Malik de Malet, Mr. and Mrs. G. A. Lee, Mr. and Mrs. G. T. Walker, Mr. S. Mehra, Mr. R. Rapur, Mrs. Mude, Miss B. Mude, Mr. D. L. Son, Mrs. Fellowes, Mr. G. Shitaldas.
 Per *s.s. President Pierce*, for Shanghai:—Mr. and Mrs. J. Behar, Mr. G. Barrow, Mr. T. Elzear, Mr. C. J. Ferguson, Mr. and Mrs. O. H. Houser, Mr. and Mrs. J. A. Hadden, Mr. and Mrs. H. R. Harling, Mr. and Mrs. H. Jones, Mr. and Mrs. Geo. S. Kirby, Dr. C. T. Kew, Mr. E. O. Kaufmann, Mr. K. Leavens, Mr. J. H. Scott, Mr. and Mrs. T. W. Shearstone, Mr. W. D. Thom, Mr. L. O. Vogel, Mr. and Mrs. Geo. Walker, Mr. C. S. Wall. For Honolulu: Miss Irene C. S. Wall. For Honolulu: Miss G. Heurne, Miss May Renfrew, Miss G. Shontz. For San Francisco: Mr. and Mrs. M. Anderson, Mr. C. Backus, Adm. Geo. H. Barry, Mr. M. C. Crampton, Mr. and Mrs. J. E. Carney, Mr. John Davis, Mrs. R. Ester, Mrs. Grace Hancock, Dr. and Mrs. Reid Hunt, Mr. O. W. Hazen, Mr. F. Manderfeld, Mrs. Louise Mason, Mr. H. S. Masterton, Dr. Mary W. Niles, Miss M. A. Wobus, Mr. E. T. Senter.

WEATHER REPORT.

August 31st at 12.40.—Pressure has decreased slightly at Shanghai and Labuan. It has increased slightly at other reporting stations.
 The depression over China is shallower and more general.
 The Eastern Sea depression, or typhoon, is probably continuing on a northerly track. Hongkong rainfall for the 24 hours ending at 10 a.m., 31st August, 2.95 inches. Total since January 1st, 78.09 inches, against an average of 56.92 inches.
 The forecast for the 24 hours ending at noon, 1st Sept., is as follows:—

DISTRICT FORECAST
 Formosa Channel ... S. winds, fresh.
 Hongkong to Gap Rock ... S.W. winds, moderate; overcast and rainy at first, improving later.
 South coast of China between Hongkong and Lamock ... do.
 South coast of China between Hongkong and Taiwan ... do.

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—2nd Sunday, September 1st, 14th Sunday after Trinity.
 Holy Communion (8 a.m.); Children's Service (10 a.m.); Hymns, 4, 334, 290; Matins (11 a.m.); Responses; Feriat; Venite, No. 2 (Noble); Psalms, 75, 76; Te Deum; Woodward; Smart; Turler; Benediction, No. 1 (Terius Noble); Hymns, 238, 221.
 N.B. Psalms 75, verses 1, 2, 5, 6, 11, 12 in unison.
 Psalms 75, verses 1, 2, 5, 6, 11, 12, G.P. in unison.
 Holy Communion (12 noon); Evensong (6 p.m.); Responses; Feriat; Psalms, 73 (No. 8 Cooper), 77; Magnificat, No. 7 (Spohr); Nunc Dimittis, No. 6 (Lloyd); Hymns, 290, 236, 31.
 [115]

Union Church (Kennedy Road).—Sunday Service, September 2nd, 1923.
 Morning Service at 11 o'clock.
 Hymns: 158, 714, 478, 52 (Psalm LXXIII).
 Anthem: Lord, we pray Thee, that Thy grace may follow us.
 Evening Service at 8 o'clock.
 Hymns: 313, 23, 597, 800.
 Preacher at both services:—Rev. Geo. G. Barnes. [158]

FIRST CHURCH OF CHRIST SCIENTISTS, MacDonnell Road (below Bowen Road Tram Station).—Sunday, 11.15 a.m. Wednesday, 5.45 p.m. [152]

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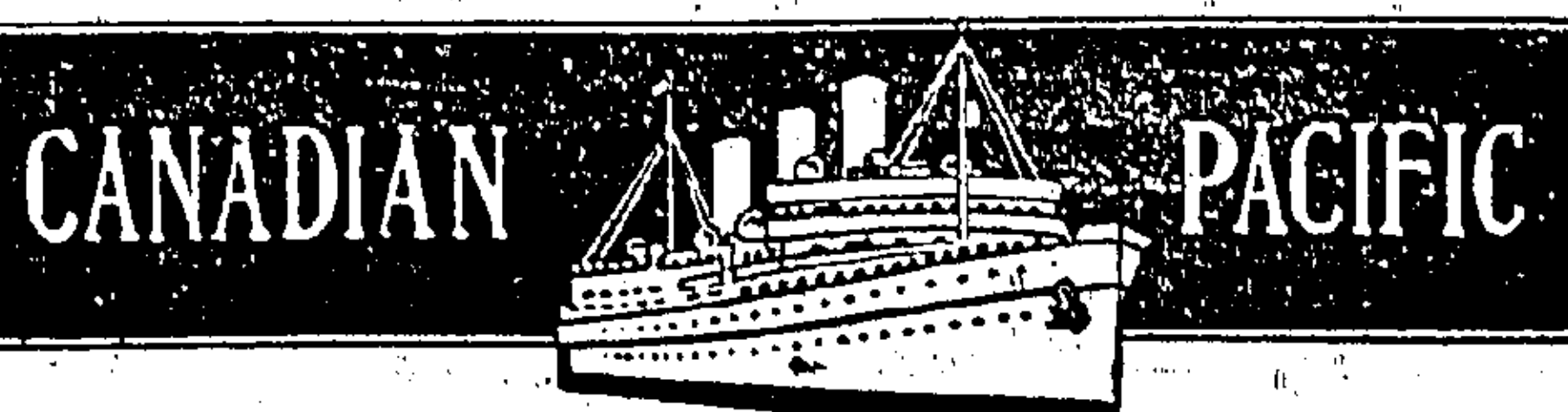
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Empress Canada	Sept. 22	Oct. 8	Empress France Oct. 13 Oct. 19
Empress Russia	Oct. 4	Oct. 22	Empress Scotland Oct. 27 Nov. 2
Empress Asia	Nov. 1	Nov. 19	Empress Scotland Nov. 24 Nov. 30
Empress Canada	Nov. 17	Dec. 3	Empress France Dec. 9 Dec. 18
Empress Russia	Nov. 29	Dec. 17	Empress Scotland Dec. 23 Dec. 29

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 STEAMERS LEAVE HONGKONG.
 SHINYO MARU (calling at Manila and Keelung) ... 22,000 tons, Sept. 1st.
 SIBERIA MARU (calling at Dairen) ... 20,000 tons, Sept. 15th.
 TAIYO MARU (calling at Manila and Keelung) ... 23,000 tons, Sept. 25th.
 TENYO MARU (calling at Keelung) ... 22,000 tons, Oct. 25th.
 KOREA MARU (calling at Manila and Keelung) ... 23,000 tons, Nov. 1st.

HONGKONG TO VALPARAISO.
 VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEDO, AFRICA AND IQUIQUE.
 THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.
 STEAMERS LEAVE HONGKONG.
 GINYO MARU ... 16,000 tons ... September 5th.
 ANYO MARU ... 15,700 tons ... October 20th.
 SEIYO MARU ... 14,000 tons ... December 4th.
 RAKUYO MARU ... 18,500 tons ... January 15th.

JAPAN-HONGKONG-JAVA SERVICE.
 OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA.
 STEAMER DESTINATION LEAVE HONGKONG
 PERSEA MARU (Batavia, Samarang & Soerabaya) ... September 10th.
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 VIA JAVA AND SUEZ.

STEAMER MEIYO MARU ... About September 24th.
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 Agents at Canton: Messrs. T. E. GRIFFITH.

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For KEELUNG via Swatow & Amoy.

s.s. "TAIKWA MARU" ... on or about 6th Sept.

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HONGKONG—MANILA

"PRESIDENT LINCOLN" ... Sept. 8th.

HONGKONG—CALCUTTA

FREIGHT ONLY

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S.S. "LAKE GITANO" ... Sept. 4th, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to:—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3392. HOLYOAK, MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America, G. \$405, G. \$420, G. \$440.

SHIDYOKA MARU ... Wednesday, 5th Sept., at 11 a.m.

KAGA MARU ... Monday, 15th Oct.

MABSEILI RS. LONDON & ANTIWEEP via Singapore & FUSHIMI MARU ... Wednesday, 12th Sept., at 11 a.m.

MISHIMA MARU ... Wednesday, 20th Sept., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

LIMA MARU ... End of Sept.

LIVERPOOL via MARSEILLES & VALENOLIA.

LYONS MARU ... End of Sept. or beginning Nov.

SYDNEY & MELBOURNE via Manila & TANGO MARU ... Wednesday, 19th Sept., at 11 a.m.

YOSHINO MARU ... Wednesday, 17th Oct., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

LISBON MARU ... Saturday, 1st Sept.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... End Oct. or beginning Nov.

BOMBAY via Singapore and Colombo.

OSAKA MARU ... Monday, 10th Sept.

TAMBA MARU ... Thursday, 27th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

MORIOKA MARU ... Tuesday, 4th Sept.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday, 13th Sept.

SHANGHAI, KOBE & YOKOHAMA.

NAGANO MARU ... Monday, 3rd Sept.

AWA MARU ... Monday, 3rd Sept.

TATEISHI MARU ... Monday, 10th Sept.

KITANO MARU ... Wednesday, 12th Sept.

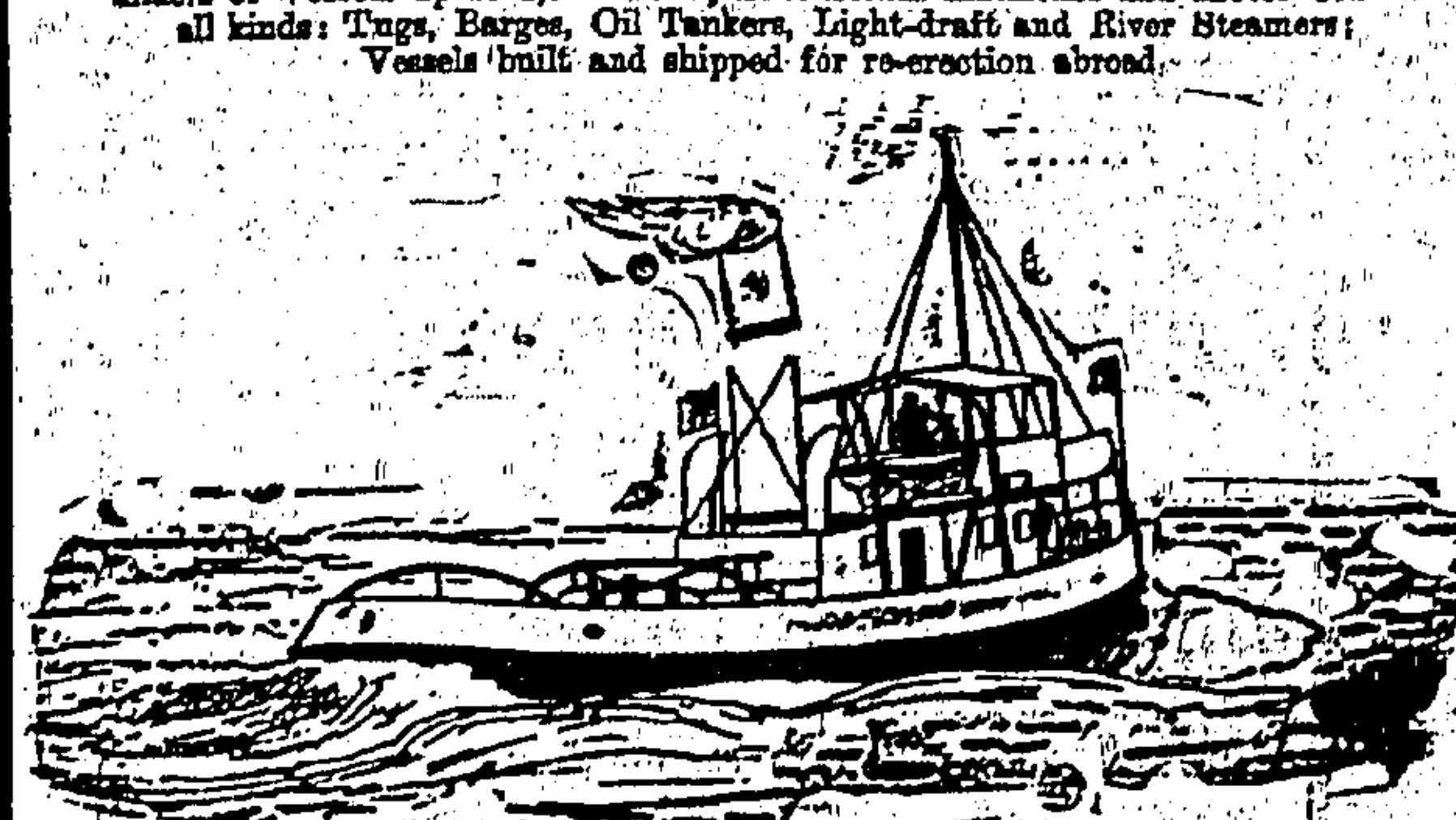
For further information apply to:— NIPPON YUSEN KAISHA

Telephone: Central Nos. 292, 293 & 2422. F. OGURI, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-erection abroad.



OLL-FILED FOR PATENT BY W. S. BAILEY & CO., LTD.
 Boiler Builders, Iron and Steel Constructional Engineers and Repairers.

ELLERMAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

KASAMA ... 3rd Sept. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

CITY OF GLASGOW ... 1st Sept. ... (via) Marseilles, London, Rotterdam & Hamburg.

PASSAGE RATES TO LONDON.

"A" Class Steamers	1st Class £92.—2nd Class £62.
"B" Class Steamers	1st Class £84.—2nd Class £58.
"C" Class Steamers	1st Class £56.

N.B.—"C" Class Steamers comprise those of the Cargo Type, which have accommodation for a few passengers but do not carry Doctor or Stewardess.

Subject to change without notice.

For further particulars apply to—

(THE BANK LINE, LTD.
(Tel. Central 7501)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"ANTIOCHUS"	... via Suez Canal	... 5th Sept.
"BELLEPEON"	... via Suez Canal	... 15th Sept.
"CITY OF BAGDAD"	... via Suez Canal	... 25th Sept.
"PERSEUS"	... via Suez Canal	... 5th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON, HOLYOAK, MASSEY & CO., LTD., CANTON.M. MESSAGERIES MARITIMES M.
SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	For Arr. at Hongkong and Sailing for S'hai. and Japan.	Probable Sailing from Hongkong for Marseilles.
PAUL LECAT	14th Sept.
ANDRE LEBON	17th Sept.
AMBOISE	1st Oct.
CORDILLERE	10th Aug.	11th Sept.	15th Oct.
ANGERS	24th Aug.	25th Sept.	29th Oct.
ORILLI	7th Sept.	9th Oct.	12th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ...	£ 85. 0s. 0d.	B CLASS (1st Class) ...	£ 80. 0s. 0d.
STEAMERS (2nd)	£ 68. 0s. 0d.	STEAMERS (2nd)	£ 62. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALE (Cargo Boat.)

C. P. "LECOQ" loading for HAVRE, ANTWERP & DUNKIRK, about end Sept. and may eventually call at Valencia, Alger, Carablan, Bordenaux, Rotterdam, (if sufficient inducement offers).
Also through B/Lading issued to HELSINKI, REVAL and RIGA.
Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.
1, QUEEN'S BUILDING, CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Pass in staterooms, and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAICHING	—	Capt. J. B. Thomson	Sunday, 2nd Sept., at 10 a.m.
HAICHONG	—	Capt. W. C. Pasmore	Tuesday, 4th Sept., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

(General Managers.)

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHoji KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKYO

No. 14, PEDDER ST., HONGKONG

**P. & O., British India
Apcar and
Eastern & Australian
Lines**

COMPANIES Incorporated in ENGLAND.

MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Ton	From Hongkong (about)	Destination
"MACEDONIA"	11,089	7th Sept.	S'hai, Mar. Gib. L'don. & A'werp
"SIHIA"	8,813	18th Sept.	S'hai, Mar. Gib. L'don. & A'werp
"DONGOLA"	8,813	21st Sept.	S'hai, Mar. Gib. L'don. & A'werp
"MANTUA"	10,902	5th Oct.	S'hai, Mar. Gib. L'don. & A'werp
"SOUDAN"	6,666	17th Oct.	S'hai, Mar. Gib. L'don. & A'werp
"KARMA"	8,008	19th Oct.	S'hai, Mar. Gib. L'don. & A'werp
"CALEDONIA"	7,822	2nd Nov.	S'hai, Mar. Gib. L'don. & A'werp
"NELLORE"	8,883	4th Nov.	S'hai, Mar. Gib. L'don. & A'werp
"MALWA"	10,441	18th Nov.	S'hai, Mar. Gib. L'don. & A'werp
"KALYAN"	9,062	30th Nov.	S'hai, Mar. Gib. L'don. & A'werp
"SOUDAN"	6,666	13th Dec.	S'hai, Mar. Gib. L'don. & A'werp
"DEVANHA"	8,062	14th Dec.	S'hai, Mar. Gib. L'don. & A'werp
"KAISAR-CHIND"	11,430	28th Dec.	S'hai, Mar. Gib. L'don. & A'werp

1924.

"KHIVA"	9,097	11th Jan.	(MARSEILLES & LONDON via Usual Ports of Call)
"MACEDONIA"	11,089	25th Jan.	do.
"KASHGAR"	9,840	9th Feb.	do.
"MOREA"	10,911	22nd Feb.	do.
"KARMA"	8,008	7th March	do.
"NALDERA"	15,983	21st March	do.
"DELTA"	8,097	4th April	do.
"CHINA"	7,822	18th April	do.

BRITISH INDIA - APCAR SAILINGS

"JAPAN"	6,052	3rd Sept., 2 p.m.	Singapore, Penang & Calcutta.
"JANUS"	4,824	7th Sept.	do.
"TAKADA"	6,949	28th Sept.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	1st Sept., 4 p.m.	(Manila, Thursday, Island, Townsville, Brisbane, Sydney & Melbourne)
"ARAFURA"	6,070	8th Oct.	do.
"ST. ALBANS"	4,500	3rd Nov.	do.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Post/Passenger and Freight via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"SICILIA"	6,813	3rd Sept., 4 p.m.	Shanghai.
"TAKADA"	6,949	7th Sept.	Moji & Kobe.
"KARMA"	8,008	9th Sept.	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,070	11th Sept.	Moji, Kobe & Yokohama.
"NELLORE"	8,883	22nd Sept.	Shanghai, Moji, Kobe & Yokohama.
"SOUDAN"	6,666	28th Sept.	Shanghai.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by E.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 9 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Rates, Freight-Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
12, Des Voeux Road Central, HONGKONG. Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and
NEW YORK

S.S. "MOORISH PRINCE" ... on 1st September, at Noon.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain)
84, George's Building
Telephone: Central 5194
Telegrams (Far Prince)**O. S. K.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.
"LONDON MARU" ... Sunday, 16th Sept.
RIO DE JANEIRO, SANTOS, & BUENOS AIRES—via Saigon
Singapore, Colombo, Durban and Capetown—Passenger Service.
"CHICAGO MARU" ... Tuesday, 18th Sept.BOMBAY—fortnightly service via Singapore and Colombo.
"ARGUN MARU" (Call at Penang) ... Tuesday, 4th Sept.
"ANDES MARU" ... Thursday, 20th Sept.SAIGON, HANGKOW, & SINGAPORE—Regular monthly Passenger Service.
"BUSBU MARU" ... Saturday, 1st Sept.CALCUTTA—Monthly Service via Singapore and Rangoon.
"HONOLULU MARU" ... Wednesday, 12th Sept.VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.
"HAWAII MARU" ... Saturday, 1st Sept., 10 a.m.NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—Panama and Colon Ports.
"ATLAS MARU" ... Beginning of Sept.JAPAN PORTS—Kobe, Yokohama via Shanghai.
"HIMALAYA MARU" ... Wednesday, 12th Sept.KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passenger.
"AMAKUSA MARU" ... Monday, 3rd Sept.TAKAO via SWATOW & AMOY.
"SOSHU MARU" ... Thursday, 13th Sept., 10 a.m.TAKAO & KEELUNG.
"TOYEN MARU" ... Monday, 3rd Sept.For sailing dates and further particulars please apply to
Central No. 4980.
K. SHIMA, Manager.**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATIONS.

Port	Steamer	Date of Departure
AMOY, SWATOW & SINGAPORE	"KAYING"	On 1st Sept., 4 p.m.
SHANGHAI & TSINGTAO	"SOOCHOW"	On 2nd Sept., D.L.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 4th Sept., D.L.
AMOY & SHANGHAI	"KANGHOU"	On 4th Sept., D.L.
SWATOW & HANGKOW	"KIANGSU"	On 4th Sept., 4 p.m.
SWATOW & SINGAPORE	"CHINHUA"	On 5th Sept., 10 a.m.
SWATOW & SHANGHAI	"YUNNAN"	On 6th Sept., D.L.
HOIHOW, HAKOI & HAIPHONG	"SHANTUNG"	On 8th Sept., D.L.
SHANGHAI & TSINGTAO	"LUCHOW"	On 9th Sept., Noon.
SWATOW & SHANGHAI	"KINGYUAN"	On 9th Sept., 4 p.m.

SHANGHAI LINE—Excellent Saloon accommodation and ships with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fokow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bill of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 33.

CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sardinia, & Aus. Ports
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"CHANGSHA" ...

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.) Agents.
Telephone Central No. 33.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "West Chopaka" ... Due Hongkong 9th Sept.

U.S.S.B. "West Carmona" ... Leave Hongkong 10th Sept.

U.S.S.B. "West Carmona" ... Due Hongkong 30th Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.

TO MANILA AND P. I. PORTS.

U.S.S.B. "West Carmona" ... Due Hongkong 11th Sept.

U.S.S.B. "West Carmona" ... Leave Hongkong 12th Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINES

INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building,

Phone Central No. 2008.

K. A. HEYUM, Res. Agent.

DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

S.S. "BOWES CASTLE" ... sailing on or about 12th Sept.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR

LEVANT, BLACK SEA & DANUBE PORTS.

FUELS having been re-opened for traffic, cargo is also accepted for this port

on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON-PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS 266.

FOR SHANGHAI YOKOHAMA & KOBE

S.S. "ROSANDRA" ... sailing on or about 2nd Sept.

S.S. "VENEZIA" ... sailing on or about 2nd Oct.

FOR BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG & COLOMBO.

S.S. "TRIESTE" ... sailing on or about 2nd Sept.

S.S. "ROSANDRA" ... sailing on or about end of Sept.

S.S. "VENEZIA" ... sailing on or about end of Oct.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS

S.S. "UMSINGA" ... sailing from Calcutta on or about 20th Sept.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1080.

POST OFFICE NOTICE

INWARD MAILS.

FROM	PER	DATE
SHANGHAI	Kanahow	1st Sept.
BOMBAY	Nagoro Maru	2nd Sept.
Europe via Suez & Negapatam (London)	Canlon	2nd Sept.
Papers only, 2nd Aug.		
STRAITS	C. Legien	3rd Sept.
SHANGHAI	Shantung	3rd Sept.
JAPAN	Morioka Maru	3rd Sept.
STRAITS	Awa Maru	3rd Sept.
SHANGHAI	Sunming	3rd Sept.
MANILA	Pres. Grant	3rd Sept.
Europe via Suez (Letters & Papers, London)		
2nd 5th August and 1st August	Karnala	7th Sept.
U.S.A., CANADA, JAPAN AND SHANGHAI	Pres. Madison	8th Sept.

OUTWARD MAILS.

FOR	PER	DATE
Shanghai, Japan, Honolulu, Canada, U.S.A. Central and South America, & EUROPE via SAN FRANCISCO	Pres. Pierce	Saturday, 1st, Registration 9.45 A.M. Letters 10.30 A.M.
Manila, Formosa, Shanghai, Japan, Honolulu & San Francisco (due S. Francisco, 2nd Oct.)	Shinryo Maru	Saturday, 1st, 10.00 A.M.
Manila, Sandakan, Australia & New Zealand via Thursday Island (due Thursday Island, 14th Sept.)	Eastern	Saturday, 1st, Registration 1.45 P.M. Letters 2.30 P.M.
Saigon	Buaka Maru	2.00 P.M.
Amoy	Kayway	2.00 P.M.
Formosa	Edikot Maru	4.30 P.M.
Formosa	Soehow	5.00 P.M.
Shanghai	Jade	5.00 P.M.
Haitow and Haiphong		
Swatow, Amoy and Foochow	Haiching	Sunday, 2nd, 9.00 A.M.
Japan	Soyhie Rickmers	9.00 P.M.
Sandakan, Australia and New Zealand via Thursday Island (due Thursday Island, about 14th Sept.)	Victoria	Monday, 3rd, Registration 9.45 A.M. Letters 10.30 A.M.
Swatow, Amoy and Formosa	Awakusa Maru	11.00 A.M.
Saigon, Formosa, Ceylon, Mauritius, L. Marquesa, South Africa, India via Dhaushkodi, Aden, Egypt and Europe via Marseilles (due Marseilles, 5th Oct.)	Paul Lecat	Monday, 3rd, Registration 12.45 P.M. Letters 1.30 P.M.
Shanghai	Sicilia	2.30 P.M.
Wei Hai Wei	Haitow	5.00 P.M.
Amoy	Kanahow	5.00 P.M.
Straits, Bangkok, Egypt and Europe via Marseilles (due Marseilles, 1st Oct.)	Patroulus	Tuesday, 4th, Registration 9.45 A.M. Letters 10.30 A.M.
Swatow, Amoy and Foochow	Haitow	Noon
Swatow and Bangkok	Kiangsu	1.30 P.M.
Straits	Van Oloen	Wednesday 5th, Noon
Shanghai, Japan, Canada, U.S.A. Central and South America and EUROPE via VANCOUVER, B.C. (due Vancouver, 24th Sept.)	Empire of Asia	Parcels, 5th, Thursday, 6th, Registration, Letters, 10.00 A.M.

*Correspondence bearing vessel's name only.

COMMERCIAL. OPENING QUOTATIONS.

31st August, 1923.	
ON LONDON.—	
Telegraphic Transfer	2/3
Bank Bills, on demand	2/3 1/16
Bank Bills, at 30 days' sight	2/3
Bank Bills, at 4 months' sight	2/3 1/16
Credits, at 4 months' sight	2/3 1/16
Documentary Bills, 4 months' sight	2/4 1/16
ON PARIS.—	
Bank Bills, on demand	910
Credits, 4 months' sight	970
ON NEW YORK.—	
Bank Bills, on demand	51
Credits, at 30 days' sight	52 1/2
ON BOMBAY.—	
Telegraphic Transfer	168
Bank Bills, on demand	168
ON CALCUTTA.—	
Telegraphic Transfer	168
Bank Bills, on demand	168
ON SHANGHAI.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	104 1/2
ON YOKOHAMA.—On demand	103
ON MANILA.—On demand	96 1/2
ON SINGAPORE.—On demand	133 1/2
ON BATAVIA.—On demand	nom.
ON HAITONG.—On demand	82 1/2
ON HANKOW.—On demand	85 1/2
Sovereigns, Bank's Buying rate	48.20
Gold LEAP, 100 fine, per tael	30 15/16
BAR SILVER, per oz.	30 15/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.
Authorized Capital ... \$50,000,000
Paid-up Capital ... \$30,000,000
Reserve Funds ... \$24,500,000
Selling ... \$24,500,000
Silver ... \$24,500,000
Reserve Liability of Proprietors \$20,000,000

Court of Directors:
Hon. Mr. A. O. LANE—Chairman.
D. G. M. BARNARD, Esq.—Deputy Chairman.
A. H. COMPTON, Esq. W. L. PATTERSON, Esq.
G. M. DODD, Esq. J. A. FLEMING, Esq.
G. T. M. EDKINS, Esq. H. F. WHITE, Esq.

Chief Manager:
Hon. Mr. A. G. STEPHEN.

Acting Manager: Hongkong—J. McARTHUR, Esq.
Manager: Shanghai—G. H. SMITH, Esq.

LONDON BANKERS:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local currency and sterling on terms which will be quoted on application.
Hongkong, 14th June, 1923. [37]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.
For the HONGKONG & SHANGHAI BANKING CORPORATION.
A. G. STEPHEN,
Chief Manager.
Hongkong, 14th November, 1922. [38]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

Paid-up Capital ... \$3,000,000
Reserve Fund ... \$2,800,000
Reserve Liability of Proprietors ... \$3,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON,
Manager.
Hongkong, May 8th, 1923. [39]

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 90, Boulevard Haussmann, Paris.

Subscribed Capital ... Frs. 72,000,000.00
Paid-up Capital ... Frs. 68,400,000.00
Reserve Fund ... Frs. 59,667,253.54

BRANCHES:
Bangkok, Hongkong, Saigon, Batavia, Hankow, Shanghai, Singapore, Canton, Peking, Tientsin, Yunnanfu, Haiphong, Pnom Penh, Pondicherry.

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan and Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.
G. LEBOUCC,
Acting Manager.
Hongkong, July 12th, 1921. [39]

LIKE A LANDMARK
SIGNIFIED BY YEARS OF SERVICE
THE "CAPSTAN"
LABEL
HAS BEEN A DIRECTING SIGN TO DISCRIMINATING SMOKERS



THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE (DIRECT).
"PATROCLUS" 4TH SEPT. Marseilles, London & Rotterdam
"LYCAON" 18TH SEPT. London, Rotterdam & Hamburg.
"MENTOR" 25TH SEPT. London, Rotterdam & Hamburg.
"AGAPENOR" 9TH OCT. London, Rotterdam & Dunkirk.

LIVERPOOL SERVICE (DIRECT OR VIA CONTINENTAL PORTS).
"AGAMEMNON" 1ST SEPT. Marseilles, Havre, Liverpool & Glasgow.
"KT. TEMPLAR" 20TH SEPT. Genoa, Marseilles, Liverpool & Glasgow.
"PROMETHEUS" 1ST OCT. Marseilles, Havre, Liverpool & Glasgow.

PACIFIC SERVICE (VIA KOREA AND YOKOHAMA).
"ACHILLES" 12TH SEPT. Victoria, Seattle & Vancouver
"PHILOCTETES" 26TH SEPT. Victoria, Seattle & Vancouver

NEW YORK SERVICE (VIA SUEZ OR PANAMA).
"ANTIOCHUS" 4TH SEPT. via Suez and Boston.
"BELLEROPHON" 15TH SEPT. via Suez and Boston.

PASSENGER SERVICE
"PATROCLUS" 4TH SEPT. for Singapore, Marseilles & London
"MENTOR" 24TH SEPT. for Singapore & London.
"TEIRESIAS" 1ST OCT. for Shanghai.
"TEIRESIAS" 5TH NOV. for Singapore & London.
"BARBEDON" 11TH DEC. for Singapore, Marseilles & London
FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.), AGENTS.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.
HEAD OFFICE: York Building, Chater Road, Hongkong.
BRANCHES: Shanghai, 51, Kiangse Road; Hankow, British Consession.
CORRESPONDENTS IN: London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.
PROMPT SERVICE.
Attractive rates for all kinds of deposits. Inquiries are welcome.
T. H. MAI, Manager.
1923 [40]

THE CHINESE MERCHANTS BANK, LTD.
司公限有行銀商華
HEAD OFFICE: Alexandra Buildings, Chater Road.
GENERAL BANKING and Exchange business transacted.
Loans granted on approved securities. Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
The Bank also conducts a Savings Department.
K. C. LAU, Chief Manager.
Hongkong, J. 12th, 1921. [38]

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Greenchurch Street, London, E.C. 3.
Authorized Capital ... £2,000,000
Subscribed Capital ... £2,000,000
Paid-up Capital ... £1,050,000
Reserve Fund ... £1,200,000

BANKERS:
THE BANK OF ENGLAND.
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

BRANCHES:
Bangkok, Hongkong, Kuala Lumpur, Rangoon, Bombay, Madras, Shanghai, Calcutta, Kandy, New York, Simla, Colombo, Karachi, Penang, Singapore, Delhi, Kota Bharu, Port Louis (Mauritius), Galle.

HONGKONG BRANCH:
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.
N. C. WILSON, Manager.
7, Queen's Road Central, Hongkong, May 31st, 1923. [30]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO.)
Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ... Yen 60,000,000
Capital (Paid-up) ... Yen 32,500,000
Reserve Funds ... Yen 12,180,000

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Gilan, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shingieh, Taichu, Tainan, Tungkow, Tamsui, Toiyen, Aka.
CHINA—Shanghai, Hankow, Kinkiang, Amoy, Soochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON COUNTRIES WESTMINSTER AND PARK'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtau, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.
S. KONDOH, Manager.
HONGKONG BRANCH:
4, Des Vaux Road, Hongkong, 7th September, 1922.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: No. 10, Des Vaux Road C., HONGKONG.
Established 1918.
Authorized Capital ... \$10,000,000.00
Paid-up Capital ... 5,000,000.00
Reserve Fund ... 500,000.00

DIRECTORS:
Mr. PONG WAI TING, Chairman.
Mr. Chow Shou Son.
Mr. Li Koon Chun.
Mr. Mok Ching Kung.
Mr. Fung Ping Shan.
Mr. Wong Yun Tong.
Mr. P. K. Kwok.
Mr. Chan Ching Shek.
Mr. Kan Chiu Nam.
Mr. Ng Chang Lok.

Chief Manager ... Mr. Kan Tong Po.
Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES—
LONDON, PARIS, SHANGHAI, KOBE, NAGASAKI, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA.
NEW YORK, SAN FRANCISCO, YOKOHAMA, SAIGON, PENANG, HANKOW, BATAVIA, SOERABAYA, BOMBAY, CANTON.

London Bankers—The London Joint City and Midland Bank, Ltd.
Every description of Banking and Exchange business transacted. Loans granted on approved securities. Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:
For 3 months at the rate of 3 per cent. per annum
For 6 months at the rate of 4 per cent. per annum
For 12 months at the rate of 5 per cent. per annum
KAN TONG PO, Chief Manager.
Hongkong, February 28th, 1921. [34]

NEDELANDSCHE HANDEL MAATSCHAPPIJ (NETHERLANDS TRADING SOCIETY.)

Established 1824.

A. Capital ... F. 100,000,000 £2,333,333
Paid-up Capital ... F. 80,000,000 £1,866,666
Reserve Fund ... F. 19,769,150 £1,547,433
Special Reserve ... F. 22,660,000 £1,888,333
Head Office—Amsterdam.

Branches at:
The Hague—Rotterdam
Head Agency—Batavia.
BRANCHES—

Bandoeng, Macassar, Shanghai, Bandoeng, Medan, Singapore, Bombay, Padang, Soerabaya, Calcutta, Palembang, Soerakarta, Chemboon, Penang, Tegal, Djokjakarta, Pontianak, Tjilatjap, Koba, Rangoon, Weltevreden, Kota-Badja, Samarang.

Correspondence at Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.
London Bankers—The National Provincial and Union Bank of England, Ltd.
The Bank buys and sells and receives for collection Bills of Exchange, issued letters of credit on its branches and correspondents in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business of every description.
W. H. GROSKAMP, Agent.
Hongkong, August 14th, 1923. [37]

THE BANK OF CHINA 行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)
Authorized Capital ... \$60,000,000.00
Paid-up Capital ... 18,275,500.00
Reserve Funds ... 8,829,425.24
HEAD OFFICE—PEKING.

HONGKONG BRANCH: 4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Co. of New York.
New York Bankers—The Irving National Bank.
The Equitable Trust Co., New York.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.
Loans granted on approved securities. Special facilities for Home Exchange.
TSUYEE-PEI, Manager.
Hongkong, September 8th, 1921. [33]

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